

APPENDIX G
Notice of Intent to Prepare an
Environmental Impact Statement

[4910-22]

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

ENVIRONMENTAL IMPACT STATEMENT: GULF and BAY COUNTIES,
FLORIDA

AGENCY: Federal Highway Administration (FHWA), USDOT.

ACTION: Notice of Intent.

SUMMARY: The FHWA is issuing this notice to advise the public that an environmental impact statement (EIS) will be prepared for a proposed highway project in Gulf and Bay Counties, Florida.

FOR FURTHER INFORMATION CONTACT: George Hadley, Environmental Programs Coordinator, Federal Highway Administration, 545 John Knox Road, Suite 200, Tallahassee, Florida 32303, Telephone: (850) 942-9650.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the Florida Department of Transportation, will prepare an EIS for a proposal to provide a new highway, known as the Gulf Coast Parkway, in the regional transportation network in Gulf and Bay Counties, Florida. The proposed improvements would connect US 98 at CR 386 in Gulf County with US 98 (Tyndall Parkway) in Springfield and US 231 in Bay County, north of Panama City, utilizing a combination of existing roadway facilities and new roadway alignments. The distance of the proposed improvement is approximately 35 miles. The proposed highway would improve mobility and manage future traffic demand by providing additional infrastructure within the regional transportation network serving Bay and Gulf Counties. The proposed improvements would support economic development in Gulf County. The proposed highway would enhance regional connections to intermodal hubs (airports, seaports, and the intermodal distribution center), would provide an alternate route to US 98 through the Tyndall Air Force Base Reservation for national security purposes, and would be an additional route for hurricane evacuation.

Alternatives under consideration include 1) taking no action, and 2) 4-lane roadway alternatives on a combination of existing and new alignments.

Letters describing the proposed action and soliciting comments will be sent to appropriate Federal, State, and local agencies, and to private organizations and citizens who have previously expressed interest in this proposal. A series of public meetings will be held in Gulf and Bay Counties between September 2007 and December of 2008. In addition, a public hearing will be held. Public notice will be given of the time and place of the meetings and hearing. The draft EIS will be made available for public and agency review

and comment. A formal scoping meeting is planned in the project vicinity during the fall of 2007.

To ensure that the full range of issues related to the proposed action are addressed and all significant issues identified, comments and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the EIS should be directed to the FHWA at the address provided above.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Research, Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Issued on: October 1, 2007.

George Hadley
Environmental Programs Coordinator
Tallahassee, Florida

DEPARTMENT OF TRANSPORTATION**Federal Highway Administration****Environmental Impact Statement: Gulf and Bay Counties, Florida**

AGENCY: Federal Highway Administration (FHWA), USDOT.
ACTION: Notice of intent.

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Alternatives under consideration include (1) taking no action, and (2) 4-lane roadway alternatives on a combination of existing and new alignments. Letters describing the proposed action and soliciting comments will be sent to appropriate Federal, State, and local agencies, and to private organizations and citizens who have previously expressed interest in this proposal. A series of public meetings will be held in Gulf and Bay Counties between September 2007 and

December of 2008. In addition, a public hearing will be held. Public notice will be given of the time and place of the meetings and hearing. The draft EIS will be made available for public and agency review and comment. A formal scoping meeting is planned in the project vicinity during the fall of 2007.

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(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Research, Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Issued on: October 25, 2007.

George B. Hadley,

Environmental Programs Coordinator,
Tallahassee, Florida.

[FR Doc. E7-21508 Filed 10-31-07; 8:45 am]

BILLING CODE 4910-22-P

DEPARTMENT OF TRANSPORTATION**Federal Motor Carrier Safety Administration****Sunshine Act Meetings; Unified Carrier Registration Plan Board of Directors**

AGENCY: Federal Motor Carrier Safety Administration (FMCSA), DOT.

TIME AND DATE: December 6, 2007, 11 a.m. to 2 p.m., Eastern Daylight Time.

PLACE: These meetings will take place telephonically. Any interested person may call Mr. Avelino Gutierrez at (505) 827-4565 to receive the toll free numbers and pass codes needed to participate in these meetings by telephone.

STATUS: Open to the public.

MATTERS TO BE CONSIDERED: The Unified Carrier Registration Plan Board of Directors (the Board) will continue its work in developing and implementing the Unified Carrier Registration Plan and Agreement and to that end, may consider matters properly before the Board.

FOR FURTHER INFORMATION CONTACT: Mr. Avelino Gutierrez, Chair, Unified Carrier Registration Board of Directors at (505) 827-4565.

Dated: October 26, 2007.

William A. Quade,

Associate Administrator for Enforcement and Program Delivery.

[FR Doc. 07-5463 Filed 10-30-07; 3:42 pm]

BILLING CODE 4910-EX-P

DEPARTMENT OF TRANSPORTATION**Federal Railroad Administration****Notice and Request for Comments**

SUMMARY: In compliance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*), this notice announces that the Information Collection Requirement (ICR) abstracted below has been forwarded to the Office of Management and Budget (OMB) for review and comment. The ICR describes the nature of the information collection and its expected burden. The **Federal Register** notice with a 60-day comment period soliciting comments on the following collection of information was published on August 23, 2007 (72 FR 48315).

DATES: Comments must be submitted on or before December 3, 2007.

FOR FURTHER INFORMATION CONTACT: Mr. Robert Brogan, Office of Safety, Planning and Evaluation Division, RRS-21, Federal Railroad Administration, 1120 Vermont Ave., NW., Mail Stop 25, Washington, DC 20590 (telephone: (202) 493-6292), or Ms. Gina Christodoulou, Office of Support Systems Staff, RAD-43, Federal Railroad Administration, 1120 Vermont Ave., NW., Mail Stop 35, Washington, DC 20590 (telephone: (202) 493-6139). (These telephone numbers are not toll-free.)

SUPPLEMENTARY INFORMATION: The Paperwork Reduction Act of 1995 (PRA), Public Law 104-13, Section 2, 109 Stat. 163 (1995) (codified as revised at 44 U.S.C. 3501-3520), and its implementing regulations, 5 CFR Part 1320, require Federal agencies to issue two notices seeking public comment on information collection activities before OMB may approve paperwork packages. 44 U.S.C. 3506, 3507; 5 CFR 1320.5, 1320.6(d)(1), 1320.12. On August 23, 2007, FRA published a 60-day notice in the **Federal Register** soliciting comment on ICRs that the agency was seeking OMB approval. 72 FR 48315. FRA received two comments after issuing this notice.

The first comment was submitted by Donald M. Hahs, National President, on behalf of the Brotherhood of Locomotive Engineers and Trainmen (BLET), who expressed whole hearted support for the proposed study. The BLET is a Division of the Rail Conference of the

APPENDIX H

Advance Notification Package and Agency AN Response Letters

Advance Notification Letter

Application for Federal Assistance

Location Map

Advance Notification Fact Sheet

Agency Response Letters (3)



Florida Department of Transportation

**JEB BUSH
GOVERNOR**

Post Office Box 607
Chipley, Florida 32428

**JOSE ABREU
SECRETARY**

August 25, 2005

Ms. Lauren P. Milligan
Florida State Clearinghouse
Department of Environmental Protection/OIP
3900 Commonwealth Boulevard, Mail Station 47
Tallahassee, Florida 32399-3000

RE: Advance Notification
Financial Management No.: 410981-2-28-01
Federal-Aid No.: Pending
Gulf Coast Parkway from US 231 to US 98
Project Development and Environment Study
Gulf County and Bay County, Florida

Dear Ms. Milligan:

The attached Advance Notification Package and ten (10) copies are forwarded to your office for processing through the appropriate State agencies in accordance with Executive Order 95-359. Distribution to local and federal agencies is being made as noted.

Although more specific comments will be solicited during the permit coordination process, we request that permitting and permit reviewing agencies review the attached information and furnish us with whatever general comments they consider pertinent at this time.

A Project Development and Environment (PD&E) Study has been initiated to evaluate transportation alternatives within the recommended corridor. The study involves the provisions of engineering and environmental services necessary to determine a desirable roadway location and its economic, environmental and engineering feasibility.

This is a Federal aid action and the Florida Department of Transportation, in consultation with the Federal Highway Administration, will determine what degree of environmental documentation will be necessary. The determination will be based upon in-house environmental evaluations and comments received through coordination with other agencies. Please provide a consistency review for this project in accordance with 15 CFR 930.

November 15, 2010

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In addition, please review this improvement's consistency, to the maximum extent feasible, with the approved Comprehensive Plan of the local government jurisdictions pursuant to Chapter 163, Florida Statutes.

We are looking forward to receiving your comments on the project within 60 days. Should additional review time be required, a written request for an extension of time must be submitted to our office within the initial 60 day comment period.

Your comments should be addressed to:

Ms. Blair Martin, P.E.
Assistant Environmental Management Engineer
Florida Department of Transportation
Post Office Box 607
Chipley, Florida 32428-0607
Email: blair.martin@dot.state.fl.us

Your expeditious handling of this notice will be appreciated.

Sincerely,

Blair Martin, P.E.
Assistant Environmental Management Engineer
District Environmental Management Office

Attachments: Project Location Map
Advance Notification Fact Sheet
Threatened and Endangered Species List
Application for Federal Assistance

www.dot.state.fl.us

November 15, 2010

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MAILING LIST

cc:

Federal Highway Administration - Director
Federal Emergency Management Agency – Region IV, Director
Federal Aviation Administration – Airports District Office
Federal Railroad Administration – Office of Economic Analysis, Director
U.S. Department of the Interior – Bureau of Land Management, Eastern States Office
U.S. Environmental Protection Agency – Region IV, Regional Administrator
U.S. Department of the Interior – Fish and Wildlife Service, Southeast Regional Office, Director
U.S. Department of the Interior – U.S. Geological Survey Chief
U.S. Army Corps of Engineers – Regulatory Branch, District Engineer
U.S. Coast Guard – Commander (obr), Eighth District
U.S. Department of Commerce – National Marine Fisheries Service, Habitat Conservation Division
U.S. Department of Commerce – National Oceanic and Atmospheric Administration
U.S. Department of Agriculture – Southeast Region, Regional Director
U.S. Department of Agriculture – Natural Resources Conservation Service – Florida State Office, State Soil Scientist
U.S. Department of Health and Human Services – Center for Environmental Health and Injury Control
U.S. Department of Housing and Urban Development – Regional Environmental Officer
U.S. Department of the Interior – National Park Service, Southeast Regional Office
U.S. Department of Interior – Bureau of Indian Affairs, Office of Trust Responsibilities
Muscogee Nation of Oklahoma
Miccosukee Tribe of Indians of Florida
Poarch Band of Creek Indians of Alabama
Seminole Tribe of Florida
Seminole Nation of Oklahoma
Florida Department of Environmental Protection – District Director
Florida Fish and Wildlife Conservation Commission – Executive Director
Florida Division of Forestry – Chipola River District, Manager
West Florida Regional Planning Council
Apalachee Regional Planning Council
Northwest Florida Water Management District
Gulf County Board of Commissioners
Bay County Board of Commissioners
City of Port St. Joe
City of Mexico Beach
City of Callaway
City of Lynn Haven
City of Springfield
City of Parker
City of Panama City
City of Cedar Grove
Tyndall Air Force Base

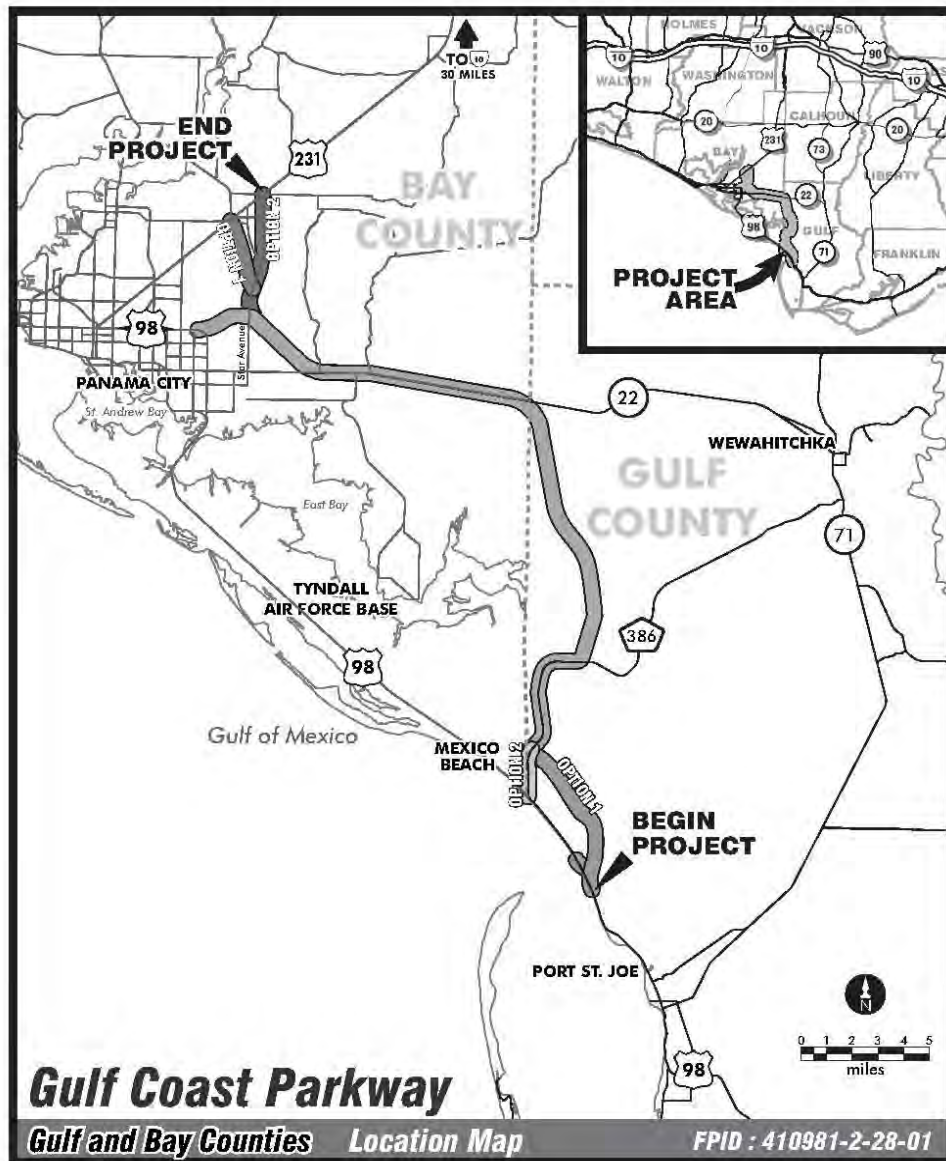
www.dot.state.fl.us

APPLICATION FOR
FEDERAL ASSISTANCE

1. TYPE OF SUBMISSION: Application <input checked="" type="checkbox"/> Construction <input type="checkbox"/> Non-Construction Preapplication <input type="checkbox"/> Construction <input type="checkbox"/> Non-Construction		2. DATE SUBMITTED August 15, 2005		Applicant Identifier 410981-2-28-01	
		3. DATE RECEIVED BY STATE		State Application Identifier	
		4. DATE RECEIVED BY FEDERAL AGENCY		Federal Identifier	
		5. APPLICANT INFORMATION			
Legal Name: Florida Department of Transportation			Organizational Unit: Office of Design		
Address (give city, county, state, and zip code): 605 Suwannee Street Tallahassee-Leon, FL 32399-0450			Name and telephone number of the person to be contacted on matters involving this application (give area code): Ms. Blair Martin, PE Assistant Environmental Management Engineer 850-638-0250 ext. 509		
6. EMPLOYER IDENTIFICATION NUMBER (EIN): 5 9 - 6 0 0 1 8 7 4			7. TYPE OF APPLICANT: (enter appropriate letter in box) N A. State B. County C. Municipal D. Township E. Interstate F. Intermunicipal G. Special District H. Independent School Dist. I. State Controlled Institution of Higher Learning J. Private University K. Indian Tribe L. Individual M. Profit Organization N. Other (Specify): Non-Profit Organization		
8. TYPE OF APPLICATION: <input checked="" type="checkbox"/> New <input type="checkbox"/> Continuation <input type="checkbox"/> Revision If Revision, enter appropriate letter(s) in box(es): A. Increase Award B. Decrease Award C. Increase Duration D. Decrease Duration Other (specify): _____			9. NAME OF FEDERAL AGENCY: US Department of Transportation		
10. CATALOG OF FEDERAL DOMESTIC ASSISTANCE NUMBER: 2 0 - 2 0 5 TITLE: Highway Planning and Construction			11. DESCRIPTIVE TITLE OF APPLICANT'S PROJECT: FM# 410981-2-28-01 Gulf Coast Parkway From US 231 to US 98 Bay and Gulf Counties, Florida		
12. AREAS AFFECTED BY PROJECT (cities, counties, states, etc.): Bay and Gulf Counties, Florida					
13. PROPOSED PROJECT: Start Date: June 2005 Ending Date: June 2007		14. CONGRESSIONAL DISTRICTS OF: a. Applicant: _____ b. Project: District 3			
15. ESTIMATED FUNDING:		16. IS APPLICATION SUBJECT TO REVIEW BY STATE EXECUTIVE ORDER 12372 PROCESS?			
a. Federal	\$	TBD		a. YES. THIS PREAPPLICATION/APPLICATION WAS MADE AVAILABLE TO THE STATE EXECUTIVE ORDER 12372 PROCESS FOR REVIEW ON: DATE: August 15, 2005	
b. Applicant	\$	_____		b. NO. <input type="checkbox"/> PROGRAM IS NOT COVERED BY E.O. 12372	
c. State	\$	TBD		<input type="checkbox"/> OR PROGRAM HAS NOT BEEN SELECTED BY STATE FOR REVIEW _____	
d. Local	\$	_____			
e. Other	\$	TBD			
f. Program Income	\$	_____		17. IS THE APPLICANT DELINQUENT ON ANY FEDERAL DEBT?	
g. TOTAL	\$	TBD		<input type="checkbox"/> Yes If "Yes," attach an explanation. <input checked="" type="checkbox"/> No	
18. TO THE BEST OF MY KNOWLEDGE AND BELIEF, ALL DATA IN THIS APPLICATION/PREAPPLICATION ARE TRUE AND CORRECT. THE DOCUMENT HAS BEEN DULY AUTHORIZED BY THE GOVERNING BODY OF THE APPLICANT AND THE APPLICANT WILL COMPLY WITH THE ATTACHED ASSURANCES IF THE ASSISTANCE IS AWARDED					
a. Typed Name of Authorized Representative Ms. Blair Martin, P.E.		b. Title Assistant Environmental Mgmt Engineer		c. Telephone number 850-638-0250	
d. Signature of Authorized Representative				e. Date Signed	

Previous Editions Not Usable

Standard Form 424 (REV 4-88)
Prescribed by OMB Circular A-102



**STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
ADVANCE NOTIFICATION FACT SHEET**

1. Need for Project:

Transportation options along the Gulf Coast between coastal communities located in Bay County (Panama City) and Gulf County (Beacon Hill, St. Joe Beach and Highland View) and Interstate 10 to the north are limited and constrained. The proposed Gulf Coast Parkway is a new roadway that would connect US 98 in Gulf County with US 231 in Bay County. The existing corridor is becoming increasingly congested and the roadway is insufficient for freight movement via trucks. The proposed new roadway would provide additional traffic capacity, improve access to state roads, and provide an improved freight corridor for the region. The new route will provide for more direct access to US 231 and in turn provide improved access to Interstate-10, as well as providing greater accessibility to the coastal communities in Gulf County. Currently, US 98 crosses through the Tyndall Air Force Base. The proposed new facility will bypass the air force base which will allow for heightened security on the base and provide an alternate route if passage through the base is prohibited. Additionally, the new route will provide an additional hurricane evacuation route for area residents.

2. Description of Project

A Project Development and Environment (PD&E) Study has been initiated to evaluate alignment alternatives within the corridor. The proposed Gulf Coast Parkway is a new multi-lane facility that would connect US 98 in Gulf County southeast of Mexico Beach to US 231 in Bay County north of Panama City near Bayou George, a distance of approximately 35 miles. (see attached project location map). The roadway alignments to be evaluated will be developed within the boundaries of the existing and new roadway corridors described below. The construction of the proposed multi-lane facility will require the acquisition of additional right-of-way within the corridor.

The Gulf Coast Parkway would extend five miles along existing County Road (CR) 386 and cross over the Intracoastal Waterway on the existing bridge at Overstreet. East of Overstreet, the parkway would extend northwest for approximately 11 miles of new roadway. The new roadway would cross over Wetappo Creek and extend north to an intersection with existing SR 22. The parkway extends west along SR 22 for approximately 6.9 miles. East of the town of Calloway, the Parkway would leave SR 22 and continue northwest on new roadway for approximately 3.6 miles to North Star Avenue. The intersection with North Star Avenue provides a connection to US 98 to the west and US 231 to the north. The connection to US 98 would be made via a new alignment near Tram Road and would extend approximately 2 miles.

The Parkway north of North Star Avenue to US 231 could either extend along North Star Avenue for approximately 4 miles or the parkway could extend

northwest on new roadway to an intersection with US 231 near CR 2321 and CR 390.

3. Environmental Information:

- a) **Land Use:** Existing and future land use for the study area was reviewed using maps from the Bay County and Gulf County current Comprehensive Plans. Bay County has five general land use categories covering the study area: Agricultural, Conservation, Residential, Industrial, and Public/Institutional. Gulf County has three general land use categories covering the study area: Agricultural, Residential and Public/Institutional. Potential impacts to all land uses and roadway access will be considered during the PD&E Study.
- b) **Wetlands:** There are wetlands present within the study area. An evaluation of the wetlands for the entire project area will be completed and all feasible measures to avoid and minimize impacts to wetlands will be considered in identifying and evaluating project alternatives. A Wetland Evaluation Report will be prepared to document wetlands and potential impacts. Coordination with the appropriate regulatory agencies with jurisdiction over this project will be conducted.
- c) **Floodplains:** Some areas in Bay County within the study area fall under Zone A, indicated by the FEMA Flood Insurance Rate Maps (FIRM). Also, a small portion of East Bay within the study area is designated Zone VE, which will be assessed in development of the project alternatives. FIRM Community Panel Numbers within the study area include: 12045C0217E, 12045C0225E, 12045C0250E, 12045C0150E, 12045C0050E, 12045C0025E, 12005C0517G, 12005C0509G, 12005C0400G, 12005C0390G, 12005C0370G, 12005C0366G, 12005C0362G, 12005C0358G, 12005C0356G, 12005C0354G, 12005C0352G, 12005C0243G, 1200C0240G.
- d) **Wildlife and Habitat:** A review of data obtained from the Florida Natural Areas Inventory (FNAI) indicates that species classified as threatened and endangered may be found in the project area (see attached list). This will be further evaluated during the study, as part of the development of alternatives and in the comparison of the alternatives impacts. Based on identified habitat types and the information provided by the regulatory agencies, protected species surveys will be conducted during the PD&E Study. Field surveys for protected species that potentially occur near the study area will be conducted following established survey protocols and guidance provided by the regulatory agencies. Potential effects on wildlife/protected species will be assessed and appropriate commitments will be developed to avoid and/or minimize harm to the potentially affected species. The results of the wildlife and habitat impact evaluation will be documented in an Endangered Species Biological Assessment (ESBA).

- e) **Outstanding Florida Waters:** A review of *Chapter 62 part 302.700 of the Florida Administrative Code* indicates designation of Outstanding Florida Waters (OFW). OFWs within the general vicinity of the study area include: the St. Joseph Bay and St. Joseph Peninsula State Park. The PD&E Study will evaluate any potential impacts and will document necessary water quality protection measures that will be utilized, in accordance with Part 2, Chapter 21 of the *FDOT PD&E Manual*.
- f) **Aquatic Preserves:** St. Joseph Bay in Gulf County is within the general vicinity of the project study area according to a review of the Florida Aquatic Preserves' boundaries from FDEP. The PD&E Study will evaluate any potential impacts and will document necessary water quality protection measures that will be utilized, in accordance with Part 2, Chapter 19 of the *FDOT PD&E Manual*.
- g) **Coastal Zone Consistency Determination Required:** ☒ Yes ☐ No
- h) **Cultural Resources:** A Cultural Resource Assessment Survey will be completed for this project and coordinated with the State Historic Preservation Officer. There are no sites in the project study area listed on the National Register of Historic Places (NRHP).
- i) **Coastal Barrier Resources:** There are no Coastal Barrier Resource Areas associated with the project as defined in the Federal Coastal Barrier Resources Act (CBRA) and Governor's Executive Order 81-405.
- j) **Contamination:** Known hazardous material generators and/or potential contamination sources are located within the study area. The most common sources are underground storage tanks containing petroleum products. The proposed project will have a Contamination Screening Evaluation performed for all viable alternatives during the PD&E Study. The results of the evaluation, including an assessment of the potential for the project to be involved with known contamination sites, will be documented in the Contamination Screening Evaluation Report.
- k) **Sole Source Aquifer:** There are no designated Sole Source Aquifers within the project limits.
- l) **Noise:** A detailed noise impact analysis will be conducted for the preferred alternative as part of the PD&E study. The analysis will be documented in a Noise Study Report.
- m) **Essential Fish Habitat:** Habitat Areas of Particular Concern within the study area include the Gulf of Mexico, East Bay, St. Joseph's Bay, St. Andrews Bay, and the St. Andrew's Bay Watershed Estuarine Drainage Area (EDA). These areas will be further evaluated during the study as part of the development of alternatives and in the comparison of the alternatives impacts. Federally-managed

fish species potentially occurring (Table 1) will be evaluated for potential involvement. This will be identified and documented as part of the appropriate report. Coordination with the National Marine Fisheries Service (NMFS) will occur during the PD&E Study.

Table 1 – Potential Essential Fish Habitat

Brown Shrimp, <i>Penaeus aztecus</i> (adult stage)	May-Aug
Brown Shrimp, <i>Penaeus aztecus</i> (juvenile stage)	May-Nov
Gray Snapper, <i>Lutjanus griseus</i> (adult stage)	Sept-Nov
Gray Snapper, <i>Lutjanus griseus</i> (juvenile stage)	May-Jan
Pink Shrimp, <i>Penaeus duorarum</i> (juvenile stage)	Feb-Jan
Red Drum, <i>Sciaenops ocellatus</i> (adult stage)	Feb-Jan
Red Drum, <i>Sciaenops ocellatus</i> (juvenile stage)	Feb-Jan
Spanish Mackerel, <i>Scomberomorus maculatus</i> (adult stage)	May-Nov
Spanish Mackerel, <i>Scomberomorus maculatus</i> (juvenile stage)	May-Nov
White Shrimp, <i>Penaeus setiferus</i> (adult stage)	Feb-Aug & Dec-Jan
White Shrimp, <i>Penaeus setiferus</i> (juvenile stage)	Feb-Jan

- n) **Other Topics and Comments:** Consistent with the Farmland Protection Policy Act of 1984, coordination will be conducted with the Natural Resources Conservation Service to determine the potential for the project to have involvement with farmlands. This coordination will be documented.

4. Navigable Waterways: X Yes No

The Intracoastal Waterway is within the study area. A determination will be made later in the project study under 23 *CFR* 650, Subpart H, Section 650.805, regarding whether or not a US Coast Guard permit is required.

5. Permits Required:

Subsequent to the PD&E Study and prior to construction, various permits would be obtained. Agencies which may have an interest from a permitting standpoint include, but may not be limited to, the following (actual permits required will be determined during subsequent project development activities):

- USACE
- US Environmental Protection Agency
- NFWMD
- USCG



Jeb Bush
Governor

Department of Environmental Protection

Marjory Stoneman Douglas Building
3900 Commonwealth Boulevard
Tallahassee, Florida 32399-3000

Colleen M. Castille
Secretary

November 1, 2005



Ms. Blair L. Martin, P.E.
Assistant Environmental Management Engineer
Florida Department of Transportation
P. O. Box 607
Chipley, FL 32428-0607

RE: Department of Transportation – Advance Notification – Gulf Coast Parkway
PD&E Study, from U.S. 231 to U.S. 98, Financial Management No. 410981-2-
28-01 – Bay and Gulf Counties, Florida.
SAI # FL200509061486C

Dear Ms. Martin:

The Florida State Clearinghouse has coordinated the state's review of the above-referenced advance notification for a Project Development and Environment (PD&E) study. The study involves the proposed Gulf Coast Parkway, a new 35-mile, multi-lane facility that would connect U.S. 98 in Gulf County to U.S. 231 in Bay County. The PD&E study will evaluate alignment alternatives within the recommended corridor. Comments provided by reviewing agencies are enclosed and summarized below for your consideration in the preparation of the study.

The Florida Department of Environmental Protection (DEP) notes that the project area proposed in the advance notification includes the St. Andrews Bay watershed. St. Andrews Bay is a Florida Surface Water Improvement and Management (SWIM) priority waterbody, and is designated a Class II waterbody under Rule 62-302.400(12)(b), *Florida Administrative Code*. Potential direct impacts of the proposed project on water quality and wetlands resources are of particular concern to the DEP. In addition, the road will facilitate secondary development in rural areas, further exacerbating non-point source stormwater runoff. The proposed project should be designed and constructed to avoid adverse impacts to the quantity, quality and flow of groundwater and surface waters in the watershed. Please refer to the enclosed DEP memorandum for additional details.

Northwest Florida Water Management District (NFWFMD) staff notes that the indicated route intersects the St. Andrews Bay and St. Joseph Bay watersheds, which are Surface Water Improvement and Management (SWIM) priority waters of the water management district. An analysis of the potential direct, secondary, and cumulative impacts of

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Ms. Blair L. Martin, P.E.
November 1, 2005
Page 2 of 3

the transportation corridor on area wetlands, streams, and estuarine habitats, water quality, and hydrology should be performed. Due to their importance for hydrologic and habitat functions, isolated wetlands should be included within the analysis, along with jurisdictional wetlands. It is also recommended that alternative actions that would avoid or minimize impacts be considered and evaluated. Staff advises that mitigation for proposed wetland impacts must be coordinated with the NFWFMD in accordance with Section 373.4137, *Florida Statutes*. Please refer to the enclosed NFWFMD comments for further information.

The Florida Department of Community Affairs (DCA) has determined that the project is not inconsistent with DCA's authorities or the goals, objectives and policies of the Bay County and Gulf County comprehensive plans. The proposed project, however, is not currently addressed within those plans. Staff notes that although the roadway would improve hurricane evacuation and access to state roads in the region, the roadway improvement does not justify increased density and intensity of development in the Coastal High Hazard Area. The portions of the project located outside the urban service boundaries of Bay and Gulf Counties should not be considered an impetus to encourage future development in the rural area. DCA further recommends that the project not be advanced into the FDOT's Five Year Work Program until each comprehensive plan is amended to reflect the proposed roadway modification. Please refer to the enclosed DCA comments for further details.

The Florida Fish and Wildlife Conservation Commission (FWCC) states that the PD&E study should address impacts to listed species, and habitat loss and fragmentation for each potential alternative. Primary consideration should be given to alignments or other transportation routes that avoid, minimize, or mitigate impacts to fish and wildlife resources and their habitats. FWCC staff notes that improving the existing highway network would have far less impact on natural resources than development of a new corridor. Staff further notes that while this phase of the project may be found consistent, there are substantial fish and wildlife and habitat issues that must need to be addressed before the next phase of the project can proceed. The FWCC would prefer to identify and address difficult situations early in the process instead of at the final stages of the project. Please see the enclosed FWCC letter for further information.

The DEP, FWCC, and NFWFMD are concerned that the corridor alignment was selected without meaningful interagency review and comment. Specifically, it is unclear why the project did not go through the Efficient Transportation Decision Making (ETDM) process. The ETDM process creates and fosters coordination between land use, transportation, and environmental resource planning through early, interactive agency involvement. The project, as proposed, appears to have progressed rapidly through preliminary decision-making phases without resource agency consultation or involvement. Immediate and continued coordination with state resource agencies to prevent potential disputes during subsequent phases of the project is strongly recommended. Please refer to the attached comments from DEP, FWC and

Ms. Blair L. Martin, P.E.
November 1, 2005
Page 3 of 3

NWFWMD (respectively) for details on the foregoing items, as well as additional recommendations regarding the environmental document that will be prepared for the proposed project.

Bay County Planning and Zoning Division staff notes that the proposed parkway will impact areas that serve as some of the last remaining foraging grounds in Florida for species such as the Florida black bear and red-cockaded woodpecker (RCW). In addition, Wettappo Creek is one of only two documented RCW population sites in Bay and Gulf Counties. Staff is particularly concerned about the Wettappo Creek crossing and locations south of Highway 22 due to the relatively undeveloped nature of those areas. The long-term impacts of the parkway on the area's sensitive ecosystems and rare organisms should be given special attention in the planning phase of the project. Please see the enclosed Bay County comments.

Thank you for the opportunity to review and comment on the subject advance notification. Based on the information contained in the notice and the enclosed state agency comments, the state has determined that the allocation of federal funds for the PD&E Study is consistent with the Florida Coastal Management Program (FCMP). The applicant must, however, address the concerns identified by the reviewing agencies. The state's continued concurrence with the project will be based, in part, on the adequate resolution of issues identified during this and subsequent reviews. The state's final concurrence of the project's consistency with the FCMP will be determined during the environmental permitting stage. Future environmental documents prepared for this project should be forwarded to the State Clearinghouse for interagency review. If you have any questions regarding this letter, please contact Ms. Lindy B. McDowell at (850) 245-2167.

Sincerely,



Sally B. Mann, Director
Office of Intergovernmental Programs

SBM/lbm
Enclosures

cc: Barbara Ruth, DEP, Northwest District
Duncan Cairns, NWFWMD
Mary Ann Poole, FWCC
Ray Eubanks, DCA
Terry Joseph, WFRPC



Florida

Department of Environmental Protection

'More Protection. Less Process'



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Project Information	
Project:	FL200509061486C
Comments Due:	10/06/2005
Letter Due:	11/01/2005
Description:	DEPARTMENT OF TRANSPORTATION - ADVANCE NOTIFICATION - GULF COAST PARKWAY PD&E STUDY, FROM US 231 TO US 98, FINANCIAL MANAGEMENT NO. 410981-2-28-01 - BAY AND GULF COUNTIES, FLORIDA.
Keywords:	DOT - GULF COAST PARKWAY PD&E STUDY - BAY AND GULF CO.
CFDA #:	20.205
Agency Comments:	
WEST FLORIDA RPC - WEST FLORIDA REGIONAL PLANNING COUNCIL	
Please see Bay County's comments.	
APALACHEE RPC - APALACHEE REGIONAL PLANNING COUNCIL	
No Comments	
BAY - BAY COUNTY	
Bay County Planning and Zoning Division staff notes that the proposed parkway will impact areas that serve as some of the last remaining foraging grounds in Florida for species such as the Florida black bear and red-cockaded woodpecker (RCW). In addition, Wettappo Creek is one of only two documented RCW population sites in Bay and Gulf Counties. Staff are particularly concerned with the Wettappo Creek crossing and locations south of Highway 22 due to the relatively undeveloped nature of those areas. The long-term impacts of the parkway on the area's sensitive ecosystems and rare organisms should be given special attention in the planning phase of this project.	
GULF - GULF COUNTY	
No Comments	
OTTD - OFFICE OF TOURISM, TRADE AND ECONOMIC DEVELOPMENT	
NO COMMENT.	
COMMUNITY AFFAIRS - FLORIDA DEPARTMENT OF COMMUNITY AFFAIRS	
DCA has determined that the project is not inconsistent with the Florida Statutes or the goals, objectives and policies of the Bay County and Gulf County comprehensive plans. However, the proposed project is not currently addressed within those plans. Though the roadway would improve hurricane evacuation and access to state roads in the region, the roadway improvement does not justify a need for increased density and intensity of development in the Coastal High Hazard Area. The portion of the project located outside the urban service boundaries of Bay and Gulf Counties should not be considered an impetus to encourage future development in the rural area. The project should not be advanced into the FDOT's Five Year Work Program until each comprehensive plan is amended to reflect the proposed roadway modification.	
FISH and WILDLIFE COMMISSION - FLORIDA FISH AND WILDLIFE CONSERVATION COMMISSION	
During the PD&E study, potential alignments should address impacts to listed species, habitat loss and fragmentation, and focus on alignments or other transportation routes which avoid, minimize, or mitigate impacts to fish and wildlife resources and their habitat. An option which would have far less impact to natural resources would be to improve the existing highway network to satisfy the transportation need. We highly recommend that FDOT establish an interagency team comprised of both federal and state agencies to discuss and clarify the overall environmental issues before further planning and road design occurs. We are concerned that corridor selection has occurred without interagency review and comment. Continued development of plans and designs without close coordination or involvement of these agencies may result in difficulties permitting the project. The funding for the Gulf Coast Parkway PD&E Study is determined to be consistent with our authorities (Chapters 370 and 372, Florida Statutes) under the Florida Coastal Management Program. While this phase of the project is found to be consistent, there are substantial fish and wildlife and habitat issues that will need to be addressed before the next phase of the project can proceed. We would prefer to avoid difficult situations at the final stages of a project when they could be identified and addressed early in the process.	

STATE - FLORIDA DEPARTMENT OF STATE
No Comment/Consistent
ENVIRONMENTAL PROTECTION - FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION
DEP notes that the project area proposed in the Advance Notification includes the St. Andrews Bay watershed. St. Andrews Bay is a Florida Surface Water Improvement and Management (SWIM) priority waterbody, and is designated a Class II waterbody by Rule 62-302.400(12)(b), Florida Administrative Code (F.A.C.). Potential, direct impacts to water quality and wetlands resources are of particular concern. Because the road will facilitate secondary development in rural areas, further exacerbation of non-point source stormwater runoff is also of concern. The proposed project should not cause adverse impacts to the quantity, quality and flow of groundwater and surface waters in the watershed. Please see DEP comments for further information.
NORTHWEST FLORIDA WMD - NORTHWEST FLORIDA WATER MANAGEMENT DISTRICT
NWFWMD staff notes that the indicated route intersects the St. Andrews Bay and St. Joseph Bay watersheds, which are Surface Water Improvement and Management (SWIM) priority waters of the NWFWMD. An analysis of the potential direct, secondary, and cumulative impacts of the transportation corridor on area wetland, stream, and estuarine habitats, water quality, and hydrology should be performed. Due to their importance for hydrologic and habitat functions, isolated wetlands should be included within the analysis, along with jurisdictional wetlands. It is also recommended that alternative actions that would avoid or minimize impacts be considered and evaluated. Staff advises that mitigation for proposed wetland impacts must be coordinated with the NWFWMD in accordance with Section 373.4137, F.S.

For more information please contact the Clearinghouse Office at:

3900 COMMONWEALTH BOULEVARD MS-47
TALLAHASSEE, FLORIDA 32399-3000
TELEPHONE: (850) 245-2161
FAX: (850) 245-2190

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Memorandum

**Florida Department of
Environmental Protection**

TO: Florida State Clearinghouse

FROM: Lindy McDowell, Environmental Manager
Office of Intergovernmental Programs

DATE: October 31, 2005

SUBJECT: Department of Transportation – Advance Notification – Gulf Coast Parkway
PD&E Study, from U.S. 231 to U.S. 98, Financial Management No. 410981-2-28-
01 – Bay and Gulf Counties, Florida
SAI # FL200509061486C

The Department has reviewed the above-referenced advance notification for a Project Development and Environment (PD&E) study. The study involves the proposed Gulf Coast Parkway, a new 35-mile, multi-lane facility that would connect U.S. 98 in Gulf County to U.S. 231 in Bay County. The PD&E study will evaluate alignment alternatives within the recommended corridor. In developing the PD&E study, the Department requests that the study thoroughly evaluate the issues of concern and recommendations discussed below.

The proposed project area encompasses several major creek systems, together with associated floodplains and wetland areas, and is hydrologically connected to East Bay. One of the largest and most productive estuaries in the state, East Bay is one of four distinct bays that comprise the St. Andrew Bay System. The West Florida Strategic Regional Policy Plan (SRPP) states that the recreational, ecological, and commercial impacts of the bay system on West Florida make it a regionally significant environmental resource. The estuary is designated a Class II waterbody by Rule 62-302.400(12)(b), *Florida Administrative Code (F.A.C.)*, and a significant portion of the bay has been conditionally approved for shellfish propagation and harvesting. The SRPP further notes that although the water quality of the bay is generally good, the effects of development, stormwater runoff, recreational overuse and industrial discharge or accidents are the greatest threats to the bay's water quality.¹ Further, St. Andrews Bay is a Florida Surface Water Improvement and Management (SWIM) priority waterbody.

The manner in which the proposed action would affect water quality in the St. Andrews Bay watershed is of concern to the Department. Non-point source stormwater runoff is of particular concern. In addition, the road will facilitate secondary development in rural areas, further exacerbating non-point source stormwater runoff. The proposed project should be designed and constructed to avoid adverse impacts to the quantity, quality and flow of groundwater and surface waters in the watershed. Stormwater treatment should be designed to maintain the natural pre-development hydro-period and water quality, as well as to protect the

¹ West Florida Regional Planning Council, WEST FLORIDA STRATEGIC REGIONAL POLICY PLAN IV-16 (Natural Resources of Regional Significance) (July 15, 1996).

Memorandum
SAI # FL200509061486C
Page 2 of 2

natural functions of the adjacent wetlands, floodplains and waterbodies. To that end, the Department requests that the draft environmental document include the following information:

- Identify and describe significant natural resources, particularly wetland and water resources, within potentially affected areas and the functional connections between watershed ecosystems, water quality, wildlife habitat, estuarine habitat, fisheries, etc.
- Identify how each proposed alternative will avoid and minimize natural resource impacts, maintain watershed functions and protect water quality. Minimization should emphasize avoidance-oriented corridor alignments; wetland fill reductions via steep or vertically retained side slopes; and median width reductions within safety limits.
- Evaluate potential direct, secondary and cumulative impacts that may occur to identified natural resources. The study should address the proposed corridor alignments and fully evaluate all environmental and economic impacts of any unavoidable wetland losses.
- Describe any mitigation concepts that may be proposed to offset unavoidable impacts to wetlands, water quality or other natural resources.
- Evaluate a "No Build" alternative.

The Department further notes that it is unclear why this project did not go through the Efficient Transportation Decision Making (ETDM) process. The ETDM process creates and fosters coordination between land use, transportation, and environmental resource planning through early, interactive agency involvement. The project, as proposed, appears to have progressed rapidly through preliminary decision-making phases without resource agency consultation or involvement. The Department would strongly recommend immediate and continued coordination with state resource agencies to prevent potential disputes during subsequent phases of the project.

We appreciate the opportunity to comment on the Advance Notification. We request that future draft environmental documents prepared for this project be forwarded to the State Clearinghouse for interagency review. Further evaluation(s) of the project will be conducted during the environmental documentation and permitting stages, and future consistency will be based in part on adequate consideration of comments offered in this and subsequent reviews. Please call Ms. Lindy B. McDowell at (850) 245-2167 if you have any questions or need additional information.

cc: Barbara Ruth, Northwest District

NORTHWEST FLORIDA WATER MANAGEMENT DISTRICT

MEMORANDUM

TO: Duncan Cairns, Chief, Bureau of Environmental Management and Planning
FROM: Paul Thorpe, Section Director, Resource Planning
DATE: October 4, 2005
SUBJECT: Advance Notification, Gulf Coast Parkway, SAI# FL200509061486C

The proposed action would provide for evaluation of alignment alternatives for a proposed new multi-lane facility connecting U.S. 98 in Gulf County with U.S. 231 in Bay County. The evaluation will include identification of environmental analysis and documentation required in support of project development.

The indicated route intersects the St. Andrew Bay and St. Joseph Bay watersheds, which are Surface Water Improvement and Management (SWIM) priority waters of the District. The area is characterized by an array of interconnected upland, wetland, and aquatic habitats. The low-intensity nature of the current land use in the area helps to protect water and habitat quality in wetlands and tributary streams that intersect the area, as well as within receiving estuarine waters.

Given that the study area has extensive wetland, stream, and estuarine resources, development of a major new transportation corridor structure would have considerable potential for impacts on water and related resources. Analysis should identify and describe potential direct and secondary impacts to wetlands and other sensitive habitats, as well as and potential offsite impacts from nonpoint source pollution and hydrologic change. Given the potential for significant impacts, it is also recommended that alternative actions that would avoid or minimize impacts be considered and evaluated.

Environmental documentation should include an analysis of potential cumulative impacts. This should incorporate proposed and reasonably foreseeable future impacts that could result from completion of the proposed corridor. In developing the analysis, the interactive and additive nature of wetland impacts, hydrologic change, land use change, stormwater runoff, and nonpoint source pollution should be identified and described. Additionally, due to their importance for hydrologic and habitat functions, isolated wetlands should be included within the analysis, along with jurisdictional wetlands.

For wetland impacts caused by Florida Department of Transportation road and highway construction, mitigation must be coordinated with the Northwest Florida Water Management District in accordance with Section 373.4137, Florida Statutes. Additionally, this project falls within the intent and process outlined by the Efficient Transportation Decision-Making (ETDM) Memorandum of Understanding signed in 2001 by 23 agencies, including the Federal Highway Administration, FDOT, Florida Department of Environmental Protection (FDEP), and the District. Thus, planning for this project should be accomplished within the ETDM framework.

natural functions of the adjacent wetlands, floodplains and waterbodies. To that end, the Department requests that the draft environmental document include the following information:

- Identify and describe significant natural resources, particularly wetland and water resources, within potentially affected areas and the functional connections between watershed ecosystems, water quality, wildlife habitat, estuarine habitat, fisheries, etc.
- Identify how each proposed alternative will avoid and minimize natural resource impacts, maintain watershed functions and protect water quality. Minimization should emphasize avoidance-oriented corridor alignments; wetland fill reductions via steep or vertically retained side slopes; and median width reductions within safety limits.
- Evaluate potential direct, secondary and cumulative impacts that may occur to identified natural resources. The study should address the proposed corridor alignments and fully evaluate all environmental and economic impacts of any unavoidable wetland losses.
- Describe any mitigation concepts that may be proposed to offset unavoidable impacts to wetlands, water quality or other natural resources.
- Evaluate a "No Build" alternative.

The Department further notes that it is unclear why this project did not go through the Efficient Transportation Decision Making (ETDM) process. The ETDM process creates and fosters coordination between land use, transportation, and environmental resource planning through early, interactive agency involvement. The project, as proposed, appears to have progressed rapidly through preliminary decision-making phases without resource agency consultation or involvement. The Department would strongly recommend immediate and continued coordination with state resource agencies to prevent potential disputes during subsequent phases of the project.

We appreciate the opportunity to comment on the Advance Notification. We request that future draft environmental documents prepared for this project be forwarded to the State Clearinghouse for interagency review. Further evaluation(s) of the project will be conducted during the environmental documentation and permitting stages, and future consistency will be based in part on adequate consideration of comments offered in this and subsequent reviews. Please call Ms. Lindy B. McDowell at (850) 245-2167 if you have any questions or need additional information.

cc: Barbara Ruth, Northwest District

NORTHWEST FLORIDA WATER MANAGEMENT DISTRICT

MEMORANDUM

TO: Duncan Cairns, Chief, Bureau of Environmental Management and Planning
FROM: Paul Thorpe, Section Director, Resource Planning
DATE: October 4, 2005
SUBJECT: Advance Notification, Gulf Coast Parkway, SAI# FL200509061486C

The proposed action would provide for evaluation of alignment alternatives for a proposed new multi-lane facility connecting U.S. 98 in Gulf County with U.S. 231 in Bay County. The evaluation will include identification of environmental analysis and documentation required in support of project development.

The indicated route intersects the St. Andrew Bay and St. Joseph Bay watersheds, which are Surface Water Improvement and Management (SWIM) priority waters of the District. The area is characterized by an array of interconnected upland, wetland, and aquatic habitats. The low-intensity nature of the current land use in the area helps to protect water and habitat quality in wetlands and tributary streams that intersect the area, as well as within receiving estuarine waters.

Given that the study area has extensive wetland, stream, and estuarine resources, development of a major new transportation corridor structure would have considerable potential for impacts on water and related resources. Analysis should identify and describe potential direct and secondary impacts to wetlands and other sensitive habitats, as well as and potential offsite impacts from nonpoint source pollution and hydrologic change. Given the potential for significant impacts, it is also recommended that alternative actions that would avoid or minimize impacts be considered and evaluated.

Environmental documentation should include an analysis of potential cumulative impacts. This should incorporate proposed and reasonably foreseeable future impacts that could result from completion of the proposed corridor. In developing the analysis, the interactive and additive nature of wetland impacts, hydrologic change, land use change, stormwater runoff, and nonpoint source pollution should be identified and described. Additionally, due to their importance for hydrologic and habitat functions, isolated wetlands should be included within the analysis, along with jurisdictional wetlands.

For wetland impacts caused by Florida Department of Transportation road and highway construction, mitigation must be coordinated with the Northwest Florida Water Management District in accordance with Section 373.4137, Florida Statutes. Additionally, this project falls within the intent and process outlined by the Efficient Transportation Decision-Making (ETDM) Memorandum of Understanding signed in 2001 by 23 agencies, including the Federal Highway Administration, FDOT, Florida Department of Environmental Protection (FDEP), and the District. Thus, planning for this project should be accomplished within the ETDM framework.



STATE OF FLORIDA
DEPARTMENT OF COMMUNITY AFFAIRS

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October 6, 2005

Ms. Lauren Milligan
 Department of Environmental Protection
 Florida State Clearinghouse
 3900 Commonwealth Blvd., MS 47
 Tallahassee, FL 32399-2900

RECEIVED
 OCT 12 2005
 OIP / OLGA

RE: SAI #200509061486
 Project: Gulf Coast Parkway Project Development and Environment (PD & E) Study
 Location: Bay and Gulf Counties

Dear Ms. Milligan:

On September 8, 2005, the Department received the Florida Department of Transportation's (FDOT) Advance Notification Package regarding the Gulf Coast Parkway Project Development and Environment (PD & E) Study. This project involves the establishment of a new roadway that would connect US98 in Gulf County with US231 in Bay County.

The Department has reviewed the submitted application package for consistency with the Bay and Gulf Counties Comprehensive Plans. Based on the information contained within the advance notification package, we determined that this project is not inconsistent with Florida Statutes or the goals, objectives and policies of the plan. However, this project is not currently addressed in the local government's comprehensive plan. The portion of the project beginning in Gulf County lies within the Coastal High Hazard Area and is intended to provide an additional hurricane evacuation route for area residents. The roadway would also improve access to state roads in the region. Therefore, the project is consistent with Issue Area 20 of the Transportation Element of the Gulf County Comprehensive Plan which indicates that state transportation systems will be integrated into the County's Comprehensive Plan. However, according to State Policy 3 of the Coastal Management Element of the Gulf County Comprehensive Plan, the roadway improvement does not justify a need for increased density and intensity within the Coastal High Hazard Area. In addition, a portion of this project improvement exists outside of the urban service boundaries of both counties. In order to maintain comprehensive plan consistency, the referenced portion of this roadway project should not be considered an impetus to encourage future development in the rural area. At this time, the project should not be advanced into the Departments' Five Year Work Program until each of the County comprehensive plans are amended to reflect the proposed roadway modification.

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 Marathon, FL 33050-2227
 (305) 289-2402

COMMUNITY PLANNING
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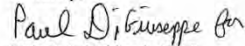
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HOUSING & COMMUNITY DEVELOPMENT
 2555 Shumard Oak Boulevard
 Tallahassee, FL 32399-2100
 (850) 488-7956

Ms. Lauren Milligan
October 6, 2005
Page Two

Department staff will be available to assist the local governments in amending the Transportation Elements of the Bay and Gulf Counties Comprehensive Plans in order to include this and other planned regional transportation projects. Please feel free to contact Susan Poplin at (850) 922-1821 for assistance.

Sincerely,



Valerie J. Hubbard, AICP
Director, Division of Community Planning

VH/gd

cc: Susan Poplin, DCA
Gary Donaldson, DCA

FLORIDA FISH AND WILDLIFE CONSERVATION COMMISSION



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October 21, 2005

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OIP / OLGA

Ms. Lauren Milligan, Clearinghouse Coordinator
Florida State Clearinghouse
Florida Department of Environmental Protection
3900 Commonwealth Boulevard, Mail Station 47
Tallahassee, FL 32399-3000

Re: SAI #FL200509061486C, Florida
Department of Transportation, Advance
Notification and PD&E Study - Gulf Coast
Parkway PD&E Study, US 231 to US 98,
Gulf and Bay Counties

Dear Ms. Milligan:

The Division of Habitat and Species Conservation, Habitat Conservation Scientific Services Section, of the Florida Fish and Wildlife Conservation Commission (FWC) has coordinated agency review of the Florida Department of Transportation (FDOT) Advance Notification - Gulf Coast Parkway PD&E Study, US 231 to US 98 project, and provides the following comments and recommendations in accordance with the Coastal Zone Management Act/Florida Coastal Management Program (15 CFR 930 Subpart F) and the National Environmental Policy Act.

Project Description

A Project Development and Environment (PD&E) Study has been initiated to evaluate the engineering and environmental needs necessary to determine a desirable roadway location in the corridor that has been identified. The proposed Gulf Coast Parkway would be a new multi-lane facility that would connect US 98 in Gulf County to US 231 in Bay County near Bayou George, a distance of approximately 35 miles. The roadway would start in the south using the existing County Road (CR) 386 alignment for five miles. Approximately 11 miles would be new roadway from CR 386 crossing over Wetappo Creek and extending north to SR 22. The roadway extends west along SR 22 for 6.9 miles then continues north approximately 3.6 miles to US 231 along North Star Avenue. Three possible options for connecting to US 231 have been provided - North Option 1, North Option 2, and the Tram Option. The request to conduct a feasibility study for this project was previously reviewed and commented on in 2002 (SAI #FL200207252482C). The stated need for the project is to provide additional traffic capacity,

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Ms. Lauren Milligan
October 21, 2005
Page 2

improve access to state roads, provide an improved freight corridor and economic stimulus for the region, provide an alternative route around Tyndall Air Force base, and an additional hurricane evacuation route.

Potentially Affected Resources

An initial screening of fish and wildlife habitat GIS data layers and project maps shows that the corridors are characterized by diverse upland and wetland plant communities. These communities include coastal strand, coastal saltmarsh, sandhill, xeric oak scrub, upland hardwood hammocks and forest, pinelands, shrub and brushlands, hardwood swamp, shrub swamp, bay swamp, cypress swamp, freshwater marsh, and freshwater ponds and streams. The identified corridor has the potential to affect several significant natural areas--Bear Swamp, Panther Swamp, and Wetappo Creek. Portions of the Bear Creek Florida Forever land acquisition project are also within the boundaries of the proposed road corridors.

The advanced notification document contains an extensive listing of the rare and imperiled plant and animal species that may occur within the project corridors. Wildlife species that are known to occur in the corridor area that are of elevated concern are bald eagle (*Haliaeetus leucocephalus*, U.S. Fish and Wildlife Service [USFWS]/FL-Threatened (T)), Panama City crayfish (*Procambarus econfinae*, FL-Species of Special Concern [SSC]), flatwoods salamander (*Ambystoma cingulatum*, USFWS-T, FL-SSC), red-cockaded woodpecker (*Picoides borealis*, USFWS-Endangered [E], FL-SSC), Florida black bear (*Ursus americanus floridanus*, FL-T), gopher tortoise (*Gopherus polyphemus*, FL-SSC), gopher frog (*Rana capito*, FL-SSC), eastern indigo snake (*Drymarchon corais couperi*, USFWS/FL-T), tricolored heron (*Egretta tricolor*, FL-SSC), and little blue heron (*Egretta caerulea*, FL-SSC). Listed plants include white birds-in-a-nest (*Macbridea alba*, USFWS-T, FL-E), and Godfrey's butterwort (*Pinguicula ionantha*, USFWS-T, FL-E). Although the FWC does not have authority over plant life, we add this information to highlight the quality of the area for natural resources.

A site inspection was made October 7, 2005, along the recommended corridor and the northern options. The recommended corridor follows the existing natural gas pipeline right-of-way (ROW) for much of the distance between SR 22 and CR 389. The giant water-dropwort (*Oxypolis greenmanii*, FL-E) was found along the recommended corridor near Alligator Creek, close to sites previously reported by the Florida Natural Areas Inventory (FNAI). The recommended corridor also goes through two of FNAI's "21 most imperiled plant species areas" - the Sandy Creek and Wetappo Creek areas. Along SR 22 are known localities for the federally endangered white birds-in-a-nest and Godfrey's butterwort. Within the corridor are also many known occurrences of state-listed plant species. There are also an estimated 8,600 acres of wetlands within the corridor based upon the National Wetland Inventory information. Over half of these wetlands have been identified as important to one to three wetland-dependent animal species. Additional acreage has been identified as important for four to six wetland-dependent animal species.

Potential Effects of the Proposal

The recommended corridor and several of the options in the north go through the last stronghold and major population area of the Panama City crayfish. North Option 1 goes through the "Panama City Crayfish Conservation Unit/Area" that is being negotiated with the St. Joe Company. North Option 2 has less of an impact on the area, but would need to be shifted east to avoid major portions of the crayfish's habitat. All options and the recommended corridor would result in fragmentation and loss of crayfish habitat. The species only occurs in Bay County, in and around the Panama City area.

The recommended corridor and associated study area occur within the primary range of the Apalachicola population of the Florida black bear. Work conducted by the USFWS and FWC indicate that bears move between Eglin Air Force Base and the Apalachicola National Forest near the recommended corridor and the greater study area (pers.com. FWC Biologist Dr. Robert Kawula). The recommended corridor and options transect substantial bear habitat, some of which is currently roadless. Female bear presence is documented in and around the road corridor and larger study area (pers.com. FWC Biologist Stephanie Simek). All options would transect areas where there is documented presence of reproducing female bears; however, Option 2 appears to use an existing roadway, which would reduce the direct loss of habitat. During the site inspection, bear sign was observed along the corridor between SR 22 and CR 386. Expansion of the existing roadways and the creation of new roadway would result in potential fragmentation, habitat isolation, and direct loss of significant bear habitat that has been evaluated and is designated by our agency as primary bear range. Roadkills previously documented by our agency are high along portions of Star Avenue, SR22, and CR386, and would be expected to increase with expansion of these roadways and would also likely be high along the new roadway. Therefore, regional habitat connectivity for the bear is an important issue.

Flatwoods salamanders were historically found along CR 386 along the recommended corridor. Typically, adults live dispersed within upland pinelands and migrate to suitable ephemeral breeding ponds from October through January. The larvae can be found at the breeding sites from December through February. Construction of a new road that bisects the migration route would create a formidable barrier to normal and necessary movement, and significant mortality can be expected (pers.com. FWC Biologist Dr. John Himes). While one of the historic collection sites has been substantially altered and probably no longer supports salamanders, if extant populations of salamanders occur elsewhere in the corridor, it is likely that construction of the Gulf Coast Parkway may have major negative impacts on this species. There is a critical need to conduct surveys for the salamanders in the proposed corridor area and in the Wetappo Creek basin in order to develop a sound plan for impact avoidance, minimization, or mitigation.

Several red-cockaded woodpecker colonies are known in the area of the proposed roadway. Currently there is a program to help establish more red-cockaded woodpecker breeding pairs in the Lathrop Bayou and Wetappo Creek area. A new roadway through this area would bisect the two colonies. If built in this area, the proposed roadway would further fragment the habitat, isolate the colonies, and reduce the likelihood of re-establishment of historic colony interactions in their former foraging and breeding habitat areas. In addition, prescribed burning to maintain

Ms. Lauren Milligan
October 21, 2005
Page 4

an appropriate open groundcover may be difficult due to the potential liability of smoke drift onto the new highway.

Active bald eagle nests currently occur in the Sandy Creek and Lathrop Bayou areas. Proposed road corridors have the potential to disrupt nesting of this species. The USFWS has specific habitat management guidelines that should be followed, and coordination with the USFWS and the FWC should continue.

Concerns and Recommendations

The proposed "study area" for the project is a narrow corridor that was determined from various analyses contained in the feasibility study. While we have obtained a copy of the feasibility study from the contractor, it has not been officially submitted or undergone a formal review and comment by the state or federal agencies. It appears that the alignment has been narrowed to the selected corridor contained in the notice without the benefit of careful evaluation of the environmental impacts and necessary mitigation needed for evaluation of other possible alignment corridors. On highway projects that are federally funded, detailed study and appropriate consideration of alternative alignments is required under the provisions of the National Environmental Policy Act. We recommend that the proposed PD&E study re-evaluate the various alignments contained in the feasibility study to recommend a new preferred corridor instead of focusing on the "recommended corridor and northern and southern options" contained in the Advanced Notification document.

Permits may be required from FWC for impacts to various listed species. This information was not included in the Advanced Notification document under the "Permits Required" section. During the October 7, 2005, site inspection, no gopher tortoise burrows were observed; however in the more open, drier areas gopher tortoises and their associated commensal species may occur. We recommend that surveys be conducted for all listed species following approved protocols, and that the contractors contact FWC staff for survey protocols and recommended survey periods. FNAI can also provide assistance for the survey protocols for many of the listed plant species.

We recommend that a bear population survey (e.g., DNA hair sample survey) be conducted within and adjacent to the area surrounded by CR 20 to the north, CR 386 to the south, US 98 to the west, and SR 71 to the east. In addition, a bear movement survey along US 231, CR 386, Star Avenue, John Pitts Road, and SR 22, should be conducted. The study area has a high density of bears, but we do not know if it is a distinct population. The FWC has not conducted a formal population and movement survey in the area; however, principal roadkill areas have been identified on US 231, CR 386, Star Avenue, John Pitts Road, SR 22, US 98, and SR 71. Smith (2003) identified similar roadkill areas as do our data. We also recommend that a study be initiated and funded in addition to those listed above to determine potential locations of wildlife underpasses and implementation of other conservation measures on existing and proposed roadways.

Ms. Lauren Milligan
October 21, 2005
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The proposed corridors would affect the Panama City crayfish and its habitat unless the road is moved east. If the road is moved east, surveys for the crayfish would need to be completed to document any occurrences and the extent of any impacts. However, under the current proposal, permits would be required for the take of the species. Also, because FDOT is not party to the Panama City Crayfish Conservation Unit/Area agreement, additional mitigation areas would need to be found. The potential impacts from the proposed Gulf Coast Parkway will be considered when the Panama City Crayfish Biological Review Panel meets on November 1 to evaluate the crayfish's current and future population status, and decides its level of imperilment according to the new FWC listing protocol (to follow International Union for the Conservation of Nature and Natural Resources guidelines and listing criteria).

The recommended corridor is also very close to an existing parcel that is enrolled in the federally funded Landowner Incentive Program (LIP). Corridor E, as shown in the feasibility report, goes through this parcel. The goal of the LIP is to assist private landowners with enhancement of habitat conditions for fish and wildlife with emphasis on improving habitat conditions for listed species or species at risk. We recommend all configurations and alignments provide for adequate buffers around LIP parcels.

The study area contains a diverse suite of quality wetland and upland habitats. The PD&E study should seek to avoid or minimize impacts to important habitat and fish and wildlife resources in the study area. Bridging wetlands, and longer bridges over streams and floodplains can serve to minimize impacts to wetlands and habitat connectivity. Mitigation may be required for wetland and upland habitat impacts that cannot be avoided. Proposed mitigation sites, as specified by Chapter 373.4137, Florida Statute, should be functionally equivalent and as productive as the wetlands and upland habitats that are impacted by the road. Land acquisition or habitat restoration adjacent to existing public lands in the immediate area or acquisition of tracts in the proposed Bear Creek Florida Forever project may be a good option. St. Joe Company is expected to complete a survey of the area as part of their requirements under the RGP/EMA (see June 2005 Wilson Miller memo). It is not clear if the St. Joe Company, FDOT, or Opportunity Florida would be responsible for wetland surveys for this project. Further, it is not clear who would be responsible for conducting the mitigation work since FDOT District 3 has indicated that this is not a state initiated project (pers.com. Ms. Blair Martin, FDOT-District 3, 9/19/05). These issues need to be resolved and documented as part of an Environmental Impact Statement (EIS) and the PD&E study.

The recommended corridor crosses the Gulf Intercoastal Waterway (GIWW) maintained by the U.S. Army Corps of Engineers (COE). The COE has an active GIWW disposal site adjacent to CR 386 as it crosses the GIWW. Any expansion of the existing bridge or siting of a new bridge could cause potential encroachment upon the permitted disposal site. Any expansion of the bridge or consideration for a new bridge should be to the west of the existing CR 386 bridge.

While we understand the need to provide adequate transportation systems within a growing area, the road construction project would result in the direct loss of upland and wetland habitat that supports listed wildlife species. Improved access may also result in substantial secondary impacts from residential and commercial development in an area that is relatively rural and

Ms. Lauren Milligan
October 21, 2005
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undeveloped. The secondary impacts could further result in habitat loss and encourage development in the high hazard coastal zone. A portion of the corridor could affect lands designated by Bay County as "conservation areas" as documented in the feasibility report. This appears to be a conflict in the purpose of the proposed roadway and Bay County's land use designation.

Due to the potential for controversy, impacts to public resources, potential alteration to the natural and human environment, and to determine whether the construction of the road is in the public interest, this project may require an Environmental Impact Statement since federal funding is expected to be used. We recommend that an Environmental Technical Advisory Team (ETAT) composed of both state and federal agencies be established to coordinate and provide technical assistance to FDOT. The ETAT would collaborate with FDOT on alignments and road designs that will protect and conserve fish and wildlife resources, protect publicly owned lands, and ensure that the project is consistent with agency statutes, rules, plans, and goals.

Summary

During the PD&E study, potential alignments should address impacts to listed species, habitat loss and fragmentation, and focus on alignments or other transportation routes which avoid, minimize, or mitigate impacts to fish and wildlife resources and their habitat. An option which would have far less impact to natural resources would be to improve the existing highway network to satisfy the transportation need. We highly recommend that FDOT establish an interagency team comprised of both federal and state agencies to discuss and clarify the overall environmental issues before further planning and road design occurs. We are concerned that corridor selection has occurred without interagency review and comment. Continued development of plans and designs without close coordination or involvement of these agencies may result in difficulties permitting the project.

The funding for the Gulf Coast Parkway PD&E Study is determined to be consistent with our authorities (Chapters 370 and 372, Florida Statutes) under the Florida Coastal Management Program. While this phase of the project is found to be consistent, there are substantial fish and wildlife and habitat issues that will need to be addressed before the next phase of the project can proceed. We would prefer to avoid difficult situations at the final stages of a project when they could be identified and addressed early in the process.

If you or your staff would like to coordinate further on the recommendations contained in this report, please contact me at 850-488-6661, or email me at maryann.poole@MyFWC.com, and I will be glad to help make the necessary arrangements. If your staff has any specific questions

Ms. Lauren Milligan
October 21, 2005
Page 7

regarding our comments, I encourage them to contact Mr. Arlo Kane at our office in Panama City (850-265-3677; email arlo.kane@myfwc.com).

Sincerely,



Mary Ann Poole, Director
Office of Policy and Stakeholder Coord.

map/jm/tsh
ENV 1-3-2
u:\traci.wallace\FL200509061486C
cc: Gail Carmody, USFWS-PC
Blair Martin, FDOT-District 3

Reference cited:

Smith, Daniel. 2003. Ecological effects of roads: theory, analysis, management, and planning considerations. Dissertation, University of Florida, Gainesville, Florida.

**WEST FLORIDA REGIONAL PLANNING COUNCIL**

Post Office Box 9759 • 3435 North 12th Avenue • Pensacola, Florida 32513-9759
 Phone (850) 595-8910 • S/C 695-8910 • (800) 226-8914 • Fax (850) 595-8967

Terry A. Joseph
 Executive Director

Sydney J. "Joel" Pate
 Chairman

Bill Roberts
 Vice-Chairman

FAX TRANSMITTAL (S) Total # of Pages (including cover) 1

TO: **STATE CLEARINGHOUSE • FAX:** (850) 245-2190/(850) 245-2189
Phone: 850-245-2161

DATE: October 10, 2005

FROM: Terry Joseph, Executive Director
 joseph@wfrpc.dst.fl.us

SUBJECT: State Clearinghouse Review(s) Fax Transmittals:

SAI #	Project Description	RPC #
SAI#FL200509061486C	The proposed new roadway "Gulf Coast Parkway" that would connect US98 and US231.	B561-09-06-05
SAI#FL200509131515C	Department of the Air Force - Draft Environmental Assessment for Air Force Special Operations Command (AFSOC) Urban Operations Training and Capabilities, Eglin Air Force Base - Santa Rosa County, FL.	SR404-09-21-

<input type="checkbox"/>	No Comments - Generally consistent with the WFSRPP
<input checked="" type="checkbox"/>	Comments Attached

If you have any questions, please call.

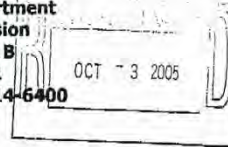
"...Serving Escambia, Santa Rosa, Okaloosa, Walton, Bay, Holmes & Washington Counties and their municipalities..."

FROM WFRPC

(MON) OCT 10 2005 14:10/ST. 14:09/No. 6806878803 P 2



**Development Services Department
Planning and Zoning Division
707 Jenks Avenue Suite B
Panama City, FL 32401
(850) 784-4024 FAX (850) 914-6400**



**BOARD OF COUNTY
COMMISSIONERS**

www.co.bay.fl.us

September 28, 2005

MS. Terry Joseph
West Florida Regional Planning Council
PO Box 9759
Pensacola, FL 32513-9759

RE: Gulf Coast Parkway Proposal SAI#FL200509061486C

Dear Ms. Joseph:

POST OFFICE BOX 1818
PANAMA CITY, FL 32402

COMMISSIONERS:

MIKE NELSON
DISTRICT I

GEORGE B. GAINER
DISTRICT II

WILLIAM T. DOZIER
DISTRICT III

JERRY L. GIRVIN
DISTRICT IV

MIKE THOMAS
DISTRICT V

I am writing in response to the above-mentioned proposal. While I understand the need for the proposed parkway, I do have some concerns over the impacts to the locally significant natural resources and surrounding ecosystems. The proposed parkway will impact areas that serve as some of the last remaining foraging grounds in Florida for species such as the Florida Black Bear and the Red-cockaded Woodpecker (RCW). These species may have extensive foraging territories. In addition, Wettappo Creek is one of only two documented RCW population sites in Bay and Gulf Counties. Any attempts to restore the populations in this area may be affected by the project. Although the proposal includes minimization of habitat impact, the secondary impacts of traffic and noise are unavoidable. I am particularly concerned with the Wettappo Creek crossing and locations south of Highway 22 because of the relatively undeveloped nature of those areas. Other impacts such as vehicle-caused mortality, particularly of the Gopher tortoise and Florida Black Bear will require special attention in order to be minimized. The list of possible threatened and endangered species, and the habitat that supports them, is extensive for this project. The long-term impacts of the parkway on these sensitive ecosystems and rare organisms should be given special attention in the planning phase of this project.

If you have any questions or comments concerning this matter, please do not hesitate to contact me at (850) 784-4024.

Sincerely,

A handwritten signature in dark ink, appearing to read "Summer Waters".

Summer Waters
Natural Resource Planner

JOY BATES
INTERIM COUNTY MANAGER

COUNTY: ALL

DATE: 9/2/2005
COMMENTS DUE DATE: 10/6/2005
CLEARANCE DUE DATE: 11/1/2005
SAI#: FL200509061486C
REFER TO: FL200207252482C

MESSAGE:

STATE AGENCIES	WATER MNGMNT. DISTRICTS	OPB POLICY UNIT	RPCS & LOC GOVS
COMMUNITY AFFAIRS			
ENVIRONMENTAL PROTECTION	NORTHWEST FLORIDA WMD		
FISH and WILDLIFE COMMISSION			
OTTED			
X STATE			

The attached document requires a Coastal Zone Management Act/Florida Coastal Management Program consistency evaluation and is categorized as one of the following:

- X Federal Assistance to State or Local Government (15 CFR 930, Subpart F). Agencies are required to evaluate the consistency of the activity.
- Direct Federal Activity (15 CFR 930, Subpart C). Federal Agencies are required to furnish a consistency determination for the State's concurrence or objection.
- Outer Continental Shelf Exploration, Development or Production Activities (15 CFR 930, Subpart E). Operators are required to provide a consistency certification for state concurrence/objection.
- Federal Licensing or Permitting Activity (15 CFR 930, Subpart D). Such projects will only be evaluated for consistency when there is not an analogous state license or permit.

Project Description:

DEPARTMENT OF TRANSPORTATION -
ADVANCE NOTIFICATION - GULF COAST
PARKWAY PD&E STUDY, FROM US 231 TO US
98, FINANCIAL MANAGEMENT NO. 410981-2-
28-01 - BAY AND GULF COUNTIES, FLORIDA.

To: Florida State Clearinghouse

AGENCY CONTACT AND COORDINATOR (SCH)
3900 COMMONWEALTH BOULEVARD MS-47
TALLAHASSEE, FLORIDA 32399-3000
TELEPHONE: (850) 245-2161
FAX: (850) 245-2190

EO. 12372/NEPA Federal Consistency

☒ No Comment ☒ No Comment/Consistent
☐ Comment Attached ☐ Consistent/Comments Attached
☐ Not Applicable ☐ Inconsistent/Comments Attached
☐ Not Applicable ☐ Not Applicable

From:

Division/Bureau: *Historical Resources / Bureau of Historic Preservation*

Reviewer: *Sherry Anderson*

Date: *10/11/2005*

Barton C. Mattick
Chief, BHP
10-12-05

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OCT 27 2005

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BUREAU OF
HISTORIC PRESERVATION
SEP 14 4 37 PM '05



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION 4
ATLANTA FEDERAL CENTER
61 FORSYTH STREET
ATLANTA, GEORGIA 30303-8960

January 10, 2006

JAN 17 2006

Mr. Ernest Ladkani
Government Agency Liaison
PBS&J
1901 Commonwealth Boulevard
Tallahassee, FL 32303

Subject: Gulf Coast Parkway

Dear Mr. Ladkani:

The Environmental Protection Agency Region 4 (EPA) is responding to your recent notice of a scoping meeting to initiate the Project Development phase for the subject project. According to your letter and the prior Advance Notification from the Florida Department of Transportation, Opportunity Florida, a regional economic development group, proposes to construct a new roadway approximately 30-35 miles long, partially or completely on new alignment within Bay and Gulf Counties, Florida. Although EPA was unable to attend the November 29 "Kick-off Meeting" we wish to be involved in the environmental review process for this project.

This project would be a large undertaking in a relatively undeveloped area of the Florida Panhandle that possesses a rich diversity of natural habitat; accordingly, the level of effort on the environmental review should fully consider all potentially affected resources. We note that a Federal EIS will be prepared. EPA has the following comments on the scope of the environmental review.

Need for the Project

One identified need is to bypass the section of US 98 through Tyndall AFB when base security dictates. There should be documentation of the number of US 98 closures that have occurred in recent times, and a projection by the Air Force of likely frequency of future closures. Much of the need for a project is demonstrated in the travel demand projections. It would be beneficial to provide available FLDOT traffic data for all existing roads within the area, and results of any studies of future demand for those roads and for a new alignment roadway.

Your communication indicates that the project would be phased meaning that some of it would be constructed at a later time to avoid full capital outlay, now. It is unclear what is meant by this being a near term action. Are improvements to SR 22 and SR 386 and continued use of these roadways not a part of the final project? EPA encourages the utilization of existing roadways in the final project and at a minimum, the consideration of present roadways in the alternatives to be studied in detail.

Internet Address (URL) • <http://www.epa.gov>

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Alternatives Development

There should be careful deliberation of the geographic extent of the study within which alternatives would be developed. The area should be large enough to allow consideration of a full range of alternatives. The widening of US 98, the employment of State Roads 71 and 22, and an array of potential new alignments within the area should be considered alternatives. The project should be anchored by logical termini, and not some points along an existing roadway where present widening projects stopped. Limiting consideration to a ½ mile wide corridor, as indicated in the meeting announcement, appears to be inappropriate.

Next in importance in the alternatives analysis is how traffic could be managed along the roadway. Several degrees of limiting access should be considered. Access control could serve to steer development away from high value wildlife habitat, and it helps to minimize road intersection congestion and maintain the level of service and safety with the passage of time.

The analysis needs to be done so that all alternatives are considered with use of the same data sets and scale. Not only should there be quantitative data but data on the quality of the resources present. If there are data on the status and trends of various resources they too, should be input to the environmental analysis. It would be beneficial to present the list of data and other information (with brief descriptions) to be gathered and considered and to seek agency concurrence with the list. The State and local governmental agencies have the best knowledge of the local area and could then indicate whether the data are the most appropriate.

Environmental Effects

The project area has numerous high value natural habitats according to wildlife resource agencies and some areas are documented on the University of Florida's Environmental Screening Tool. Resident and migratory species utilize the area extensively and the analysis should therefore consider the requirements of the Migratory Bird Treaty Act in addition to the other wildlife habitat concerns mentioned in the AN. EPA is also aware of the relatively recent attraction of this area for residential and commercial development. Perhaps most important of the analyses for the EIS will be that to define the indirect-cumulative impacts (ICI). This project potentially would lead to significant changes in natural areas. There are various methodologies available for performing this analysis. One that has been used is to compare the study area to other areas that have experienced considerable growth and development. If local governments have considered what is known as "Smart Growth" then that could be an appropriate methodology to follow as a basis for the ICI analysis or as an approach for locating development and for addressing mitigation for impacts to natural areas. The future land use plans of local governments should be provided in the documentation as should any wildlife management and protection plans of Federal, State or local governments.

While the environmental impact of future development is important for analysis as part of an indirect and cumulative analysis, the documentation and consideration of direct effects on existing towns and communities needs to be carefully considered. Florida has many areas where large scale multi-use development has occurred and this can adversely impact business in long-

established centers of commerce. Some of the small towns have a predominantly minority or low income population so the need to do an environmental justice evaluation should be assessed.

Land cover and other characteristics need documentation. There is reference only to the designated "VE Zone" in the Floodplains section. Recent hurricane events and resulting damage would indicate the importance of avoiding all FEMA flood prone zones through and including the least prone (X-500) flood zone. Presence of various vegetative land cover within possible rights of way should also be quantified for all alternative corridors to be considered in detail.

In summary, EPA considers this proposed project one that should have considerable interagency and public input regarding the scope of the environmental analysis. EPA wishes to be kept advised of the opportunities for such input. Mr Ted Bisterfeld will be EPA's primary point of contact. He can be reached at telephone number 404/562-9621 and at bisterfeld.ted@epa.gov.

Sincerely,

A handwritten signature in blue ink, appearing to read "Heinz Mueller", is written over a faint, larger version of the same signature.

Heinz J. Mueller, Chief
NEPA Program Office



U.S. Fish and Wildlife Service
Panama City Field Office
1601 Balboa Ave.
Panama City, FL 32405
Tel: 850/769-0552
Fax: 850/763-2177



FAX NOTE FAX NOTE FAX NOTE

Date: 11/18/05
To: PBS&J
From: Mary Mungia
No. Pages to Follow: 10
Subject: Gulf Coast Parkway



Nature is not only more complex than we think,
it is more complex than we can think. - Frank Egler



IN REPLY REFER TO:

United States Department of the Interior**FISH AND WILDLIFE SERVICE**

Field Office

1601 Balboa Avenue

Panama City, FL 32405-3721

Tel: (850) 769-0552

Fax: (850) 763-2177

November 18, 2005

Ms. Blair Martin, P.E.
Assistant Environmental Management Engineer
Florida Department of Transportation
P.O. Box 607
Chipley, Florida 32428-0607

Re: Gulf Coast Parkway
US 98 (Gulf County) to US 231 (Bay County)
Advance Notification – PD&E Study
FWS # 4-P-02-164
FPID No. 410981-2-28-01
Bay and Gulf Counties

Dear Ms. Martin:

The Fish and Wildlife Service (Service) is providing comments in response to the August 24, 2005, Advance Notification for the above-referenced project. Our report is submitted in accordance with provisions of the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 661 et seq.) and the Endangered Species Act of 1973, as amended (16 U.S.C. 1531 et seq.) (ESA). A copy of our previous correspondence dated June 28, 2002, and October 17, 2002, regarding this project is enclosed.

As directed under the Transportation Equity Act for the 21st Century (TEA-21), early agency input is integral to streamlining, and assures that environmental, social, and cultural constraints receive due consideration during project planning and development. Provisions emphasizing the importance of including wildlife conservation early in planning are part of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), signed into law August 10, 2005. The following comments are to assist you in identifying the many potential environmental effects of the proposed Gulf Coast Parkway. We hope that these concerns will be fully addressed during project planning and result in a transportation project which exemplifies environmental stewardship.

The proposed Gulf Coast Parkway is a new, multi-lane facility that would connect US 98 southeast of Mexico Beach in Gulf County to US 231 near Star Avenue in Bay County. Project length would be approximately 35 miles. A Project Development and Environment (PD&E)

Study is being initiated to determine a recommended alignment and its economic, environmental, and engineering feasibility within a preferred corridor. The preferred corridor was chosen based on a January 2004 Corridor Feasibility Study. Natural resource and permitting agencies have not provided comment on the corridor study. The applicant's preferred corridor extends for five miles along CR 386 and crosses the Intracoastal Waterway at Overstreet. It extends northwest from Overstreet for 11 miles, crossing Wetappo Creek and extending north to SR 22. It runs west along SR 22 for 6.9 miles, and then turns northwest for 3.6 miles to North Star Avenue. It continues west near Tram Road for two miles to connect with US 98. Option 1 to connect with US 231 would travel along North Star Avenue for 4 miles. Option 2 would extend on new roadway to an intersection with US 231 near CR 2321 and CR 390. The project location map shows two connection options to US 98 in Gulf County; these options are not discussed in the Advance Notification, therefore no comments are provided.

Threatened and Endangered Species

Current lists of threatened, endangered, and other species of concern for Bay and Gulf counties are enclosed. The Endangered Species Act requires you to consider all effects when determining if an action funded, permitted, or carried out by a Federal agency may affect listed species. Effects you must consider include direct, indirect, and cumulative effects. Effects include those caused by interrelated and interdependent actions, not just the proposed action. Direct effects are those caused by the action and occur at the same time and place as the action. Indirect effects are caused by the action and are later in time but are reasonably certain to occur, such as secondary growth into a previously undeveloped area. Interrelated actions are part of a larger action and depend on the larger action for their justification. Interdependent actions have no significant independent utility apart from the action under consideration. Cumulative effects are those effects of future State or private activities, not involving Federal activities, which are reasonably certain to occur within the action area of the Federal action subject to consultation. Secondary and cumulative effects may extend beyond the corridor study area, and the scope of impact may vary depending on the resource being assessed. The following federally protected species and species of management concern are known to occur proximate to your proposed project. In addition to known occurrences, protected species may be found wherever suitable habitat is present.

Red-cockaded Woodpecker

Populations of the endangered red-cockaded woodpecker (RCW) (*Picoides borealis*) occur on both the Wetappo Creek Conservation Area (1,520 acres) on SR 22 in Gulf County and the Lathrop Bayou Tract (539 acres) on East Bay in Bay County. These populations represent the only known RCW populations in Bay and Gulf counties. A location map is enclosed. The conservation parcels are managed collectively by the St. Joe Company, Bureau of Land Management (BLM), U.S. Fish and Wildlife Service, Florida Fish and Wildlife Conservation Commission (FWC), and Genecov Group as part of a Land Stewardship Memorandum of Understanding (MOU). Current initiatives underway include the translocation of juvenile RCWs onto the tracts to enhance the populations, financial grants, and improved habitat management for overall increased biodiversity of native species. We have as a long-term goal to provide some habitat connectivity between the two populations to increase their long-term viability, although this task is not a priority in the RCW recovery plan. Management of RCW habitat requires

management of the understory primarily by prescribed fire. We are concerned that the parkway could potentially impact land managers' efforts to prescribe burn due to smoke management concerns. Removal of fire will be detrimental to the system as a whole, especially for rare plants and RCWs.

Since suitable habitat for RCW may occur along the road alignment, surveys should be conducted within the area to determine if suitable nesting or foraging habitat may be affected. Suitable nesting habitat is defined as pine, pine/hardwood, and hardwood/pine stands that contain pines 60 years in age or older. Suitable foraging habitat is defined as a pine or pine/hardwood stand of forest, woodland, or savannah in which 50 percent or more of the dominant trees are pines and the dominant pine trees are generally 30 years in age or older. If no suitable nesting or foraging habitat is present within the project impact area, further assessment is unnecessary and a "no effect" determination is appropriate. If no suitable nesting habitat is present within the project impact area, but suitable foraging habitat is present and will be impacted, potential use of this foraging habitat by groups outside the project boundaries must be determined. This is done by identifying any potential nesting habitat within 0.5 mile of the suitable foraging habitat that would be impacted by the project. Any potential nesting habitat is then surveyed for cavity trees. If no active clusters are found, then a "no effect" determination is appropriate. If one or more active clusters are found, a foraging habitat analysis is conducted to determine whether sufficient amounts of foraging habitat will remain for each group post-project. More detail on the RCW survey protocol is available in Appendix 4 of the recovery plan for the red-cockaded woodpecker.

Panama City Crayfish

The state-protected Panama City crayfish (*Procambarus econfinae*) (PCC) is known only from a portion of Bay County in and around Panama City, Florida. Loss and degradation of pine flatwoods habitat has reduced crayfish occurrences to include highly altered settings, such as roadside ditches, swales, and power line rights-of-way where appropriate soil type and habitat characteristics persist. The primary concentration area remaining for the PCC is on private property along the west side of Star Avenue from SR 22 to US 231. A map of known PCC occurrences is enclosed. All proposed tie-in alignments for the Gulf Coast Parkway (Tram Road, Option 1, and Option 2) could significantly impact the Panama City crayfish and its habitat.

The PCC has been listed by the State as a Species of Special Concern since 1989. The FWC is currently under petition to review its listing status which is to be determined by June 2006. Potential impacts to the PCC from the proposed parkway are being considered as part of the new listing protocol. Out of concern that continued habitat alteration could require listing of the PCC under the Federal Endangered Species Act, the Service and FWC began working in 2003 toward establishing a candidate conservation agreement with assurances (CCAA) with property owners to address the species' conservation needs. Information on the Service's CCAA policy is enclosed.

Other alternative alignments to tie in to US 231 and US 98 should be considered if practicable. To reduce the extent of threat posed by the parkway and help address the conservation needs of the PCC, we strongly recommend that both the FDOT and Opportunity Florida participate in the

CCCA process currently underway. Participation may streamline coordination for another FDOT project which may impact the PCC – the six-laning of SR 390 from SR 77 to 23rd Street, currently in the design phase.

Flatwoods Salamander

A recent breeding site (after 1990) for the threatened flatwoods salamander (*Ambystoma cingulatum*) has been recorded near Overstreet in Gulf County. Additional suitable habitat may be present in the project corridor. Areas with a mosaic of isolated, seasonally ponded wetlands and upland habitat are well suited for the flatwoods salamander which uses ponded wetlands for breeding and spends the rest of its adult life in adjacent uplands. The flatwoods salamander lives underground in burrows for most of the year, except during the breeding season. Therefore, the effects of the proposed alignment on flatwoods salamander habitat should be assessed rather than effects on the salamander itself. A Habitat Evaluation Model was developed by HDR Engineering in conjunction with the FDOT District 3 and the Service for use on transportation projects. We recommend using a habitat evaluation model to identify and evaluate suitable habitat for the flatwoods salamander.

Bald Eagle

Bald eagles (*Haliaeetus leucocephalus*) are known to occur in the study area. Other project reviews in Bay and Gulf counties, coupled with annual aerial nesting surveys, and anecdotal reports and observations lead us to believe that the bald eagle populations in these counties are expanding. Therefore we believe that there is potential for bald eagle nests to exist within the study area. The likelihood for a nest to be encountered is greater in proximity to water (East Bay, Wetappo Creek, Lathrop Bayou, Sandy Creek, Cook Bayou, and Callaway Bayou) but may occur up to several miles inland. We recommend surveying for eagle nests within 1,500 feet of any proposed alignment. We recommend surveys take place early in the planning period. Then, to avoid delays in project implementation, we recommend that surveys take place again within one year prior to construction activities. In order to verify the activity of any nests, we recommend that surveys take place during the bald eagle nesting season (October 1 – May 15).

Rare Plants

Federally protected plants are known to occur in the corridor area. A disjunct population of the endangered Harper's beauty (*Harperocalis flava*) has been identified in Bay County north of SR 22 and is proximate or within the proposed route. Surveys for this species must take place in May when the plant is in flower. Although disturbed by planted slash pine, Oliver Creek along SR 22 has historic occurrences of the threatened white birds-in-a-nest (*Macbridea alba*). Potential listed plants in this area include Harper's beauty, the threatened Godfrey's butterwort (*Pinguicula ionantha*), and the endangered Florida skullcap (*Scutellaria floridana*). Florida skullcap may also occur in wet pine flatwoods, grassy margins of cypress stringers, and in transition zones between flatwoods and wetlands. Other listed plants which may occur in the corridor are telephus spurge (*Euphorbia telephioides*) which usually occurs within 4 miles of the Gulf of Mexico, and Chapman's rhododendron (*Rhododendron chapmanii*) in Gulf County.

The Panama City Field Office has identified the top five plant species at risk for the Florida panhandle. The species on this list require additional status review to determine if they warrant

protection under the ESA. Two of these species are found in the Sandy Creek Bogs: the dark-headed hatpin (*Eriocaulon nigrobacteatum*) and pinewoods aster (*Eurybia spinulosa*). Pinewoods aster can be located in mesic to wet pine flatwoods, or savannas as well as seepage slopes. We encourage conservation of these species so that an ESA listing would not be necessary. Addressing the needs of the species before regulatory restrictions associated with listed species come into play often allows greater management flexibility to stabilize or restore these species and their habitats. Ideally sufficient threats can be removed to eliminate the need for listing.

To determine effects on listed and rare plants, a comprehensive floral survey is needed within proposed alignments and should be based on recognized methods. A guideline for conducting and reporting botanical inventories for federally listed plants is enclosed to assist you in this process.

As discussed in our October 17, 2002 letter, based on species rarity and richness, the Florida panhandle has been identified as one of six biodiversity hot spots in the United States¹. This designation is largely based on the high number of endemic and rare plant species in northwest Florida. Over 15 percent of Florida's flora is considered at risk and 155 species are State-restricted. Through a cooperative agreement with our field office, the Nature Conservancy (TNC) and Florida Natural Areas Inventory (FNAI) have identified areas considered important to the survival of the 21 most imperiled plant species in the Florida panhandle. A map depicting these areas is enclosed. Locating the proposed corridor on these lands may affect areas considered critical to imperiled plant species. There may be other locally significant areas for rare plants as well. We encourage that any selected road design avoid effects to listed plant species as well as other rare plants. Incorporating measures to protect rare plants may preclude the need to list them in the future.

Fish and Wildlife Coordination Act

Aquatic Resources

Wetlands are a dominant feature of the landscape throughout northwest Florida and are likely to be extensively impacted by the proposed corridor. These wetlands are typically forested, and may include pine flatwoods, floodplain forests, marshes, cypress swamps, and pitcher plant bogs. This diverse habitat contributes to the region's exceptional biodiversity. Wetlands are also critical to maintaining the area's hydrology and pristine water quality. National Wetlands Inventory maps are currently being updated in your project area.

Several creeks (Wetappo, Little Sandy, Sandy, Oliver) with adjacent wetlands occur within the project area. These water resources provide habitat for a large number of fish and wildlife species. During this early phase of project development, the Service recommends implementing measures to protect fish and wildlife resources from potential impacts resulting from the proposed project. Direct impacts may include, but are not limited to, stream diversion or culverting, wetland fill, siltation, and loss of shoreline vegetation. Indirect impacts may include introduction of exotic species adapted to colonizing disturbed areas, fragmentation of contiguous

habitats, altered hydrology, increased stormwater discharge, increased impervious surface area, and additional disturbance in newly opened areas.

Impacts to wetlands and waterbodies can be minimized in a number of ways. Avoidance is often the most effective measure to reduce impacts; it can be accomplished either by siting the route to circumvent the most valuable resources or by reducing the project footprint. Unavoidable impacts can be minimized by adjusting the design of bridges or culverts. Circular culverts have been shown to impede fish passage while box culverts can be installed with benches to allow dry-crossing by wildlife species during normal flow periods². As an alternative to over-sizing bridges and culverts to handle flood flows, the Service recommends using fluvial geomorphology analyses to design structures that permit normal bedload movement, provide a low-flow channel to allow fish passage and preserve water quality, and include additional culverts or flow capacity installed above bankfull level to maintain the hydrologic regime of floodplain areas. The size of the bankfull channel should accommodate peak flow events that occur with a frequency of about 1.0 to 1.5 years. These measures should result in a reduction of blowout events and maintenance requirements.

After all efforts have been taken to avoid and minimize impacts to wetlands and other waters of the United States, mitigation measures should be implemented to replace the area, as well as the functions and values of the aquatic resources that would be impacted. Suitable mitigation measures include wetland restoration or enhancement, culvert/bridge design measures to enhance fish and wildlife movement crossings, stream restoration measures such as replacing riprap with biotechnical erosion controls, or restoring suitable meander geometry.

Future coordination should include specific project details such as the footprints of all temporary and long-term structures, the area of impacts to various affected habitat types and a functional assessment of these habitats, detailed descriptions of the duration and type of impacts (e.g., placement of fill in wetlands, stream diversion, tree clearing, reductions in water quality), and measures to avoid and minimize these impacts.

A new roadway provides access for development into natural/open lands. Due to the rapid coastal development underway in Florida and throughout the U.S., the secondary and cumulative effects of new growth correlated with the corridor should be evaluated. We recommend limiting corridor access as one means to manage growth. As part of the commitments for the US 91 realignment at WindMark Beach (Corps Permit # SAJ-2002-6011), the St. Joe Company has made a commitment to seek, with State and Federal agency participation, a regulatory mechanism in the vicinity of the future Gulf-to-Bay Highway and Gulf Coast Parkway in order to manage growth, minimize impacts to high quality wetlands and other unique habitat, and identify appropriate off-site mitigation areas. We recommend participation of the FDOT and Opportunity Florida in this ecosystem planning effort.

Habitat Fragmentation, Habitat Corridors, and Wildlife Crossings

A new multi-lane facility will result in significant fragmentation of the regional landscape. Increasing fragmentation is correlated with isolated, less stable wildlife populations, particularly for small mammals. Roads form a barrier for taxa that are sensitive to surface microclimate.

changes (temperature, moisture, chemistry), and may detrimentally affect groups such as reptiles and amphibians which migrate annually to breeding sites³. The Florida black bear and other wide-ranging species are especially vulnerable to roadkill because of frequent road crossing. Coordination should take place with the FWC regarding potential impacts to the black bear. Incorporating multi-species wildlife crossings into the corridor design would help to maintain habitat connectivity and reduce the risk of roadkill. In 2000, a decision-support model to identify and prioritize sites for ecopassages on existing roadways was developed for the FDOT⁴. This Highway Hotspots Priorities Model should be used for the proposed Gulf Coast Parkway alignment to identify potential wildlife crossing locations. These costs should also be incorporated in the feasibility study cost-benefit analysis.

Protecting a habitat corridor between the Wetappo and Lathrop RCW populations could provide multiple conservation benefits. The two tracts comprise some of the largest remaining stands of natural longleaf pine in Bay and Gulf counties. The upland pineland habitat as well as the larger pines found along the riparian corridor between the two populations provide an opportunity for RCW population expansion and eventual connection between the two disjunct populations. This corridor has a high occurrence of rare plants (pollinator species and their importance are unknown at this time, but habitat connectivity could play an important role for their continuation), quality wetland habitat, and is a potential movement corridor for large mammals such as the Florida black bear. Voluntary conservation measures should be incorporated into the project design to minimize impacts along the corridor – such as conservation easements, upland buffers, maximum avoidance and minimization of wetland losses, protection of large pines, and use of bridges. This area may have high potential as a mitigation site for unavoidable wetland losses.

Migratory Birds

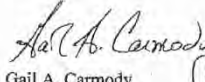
Degradation of adjacent habitat is a secondary effect of the proposed corridor, especially for migratory birds. Many migratory bird species prefer deep woods and require land tracts with low edge:area ratios. Increasing fragmentation results in smaller islands of habitat, favoring species adaptable to woodland edges. Mitigation costs for secondary effects in these habitats should be considered. In addition, the Service is concerned that there is potential for take of migratory birds during construction activities. Migratory birds are protected under the Migratory Bird Treaty Act (16 U.S.C. 703-711) from activities that present foreseeable risk of their death or injury. Timing land clearing to avoid the nesting periods of these species will greatly reduce the likelihood of take.

Summary

As discussed above, the proposed Gulf Coast Parkway crosses highly sensitive habitats with rare and protected species. Conservation planning efforts are already underway with other local, State, and Federal partners in several of these areas. We recommend participation in these efforts and close collaboration with natural resource agencies throughout the planning process in order to develop a viable road project. Examining other potential corridor alternatives may result in a less environmentally damaging roadway. Significant additional data on fish and wildlife resources and their habitats needs to be collected to determine the impacts of the proposed highway, alternative alignments, and secondary and cumulative effects. It is our understanding

that an Environmental Impact Statement (EIS) will be completed for this project. We are available to assist you during the EIS process. Please contact Ms. Mary Mittiga of this office (ext. 236) if you have any questions or comments.

Sincerely yours,


Gail A. Carmody
Field Supervisor

Enclosures:

FWS Letters Dated June 28, 2002 and October 17, 2002
Species Lists for Bay and Gulf Counties
Red-cockaded Woodpecker Tracts
Panama City Crayfish Map
Guidelines for Botanical Inventories
Imperiled Plant Species Map

cc:

ACOE, Jacksonville, FL (Osvaldo Collazo, Larry Evans)
ACOE, Panama City, FL (Kevin O'Kane, Dale Beter)
Bay County Audubon Society, Panama City, FL (Neil Lamb)
Bay County Transportation Planning Organization, Panama City, FL (Brenda Hendricks)
BLM, Jackson, MS (Faye Winters)
DCA, Tallahassee, FL (Jeff Beilling, Susan Poplin)
EPA, Atlanta, GA (Ted Bisterfeld)
FDEP, Florida Coastal Management Program, Tallahassee, FL (Jasmin Raffington)
FDOT, District 3 Secretary, Chipley, FL (Edward Prescott)
FDOT, Tallahassee, FL (Carolyn Ismart)
FWC, Tallahassee, FL (Ted Hoehn, David Cook)
FWC, Panama City, FL (Arlo Kane, John Himes)
FHWA, Tallahassee, FL (George Hadley, Cathy Kendall)
NMFS, Panama City, FL (Mark Thompson)
NMFS, St. Petersburg, FL (Dave Rydene)
NFWFMD, Havana, FL (Duncan Cairns)
PBS&J, Tallahassee, FL (Rosemary Woods)
St. Joe Company, Jacksonville, FL (David Tillis)
St. Joe Company, Port St. Joe, FL (Clay Smallwood)
St. Joe Company, Panama City, FL (Jim Moyers)
WFRPC, Pensacola, FL (Mike Ziegler)

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1. Stein, B., L. Kutner, and J. Adams (eds.). 2000. *Precious Heritage: The Status of Biodiversity in the United States*. Oxford University Press, New York, New York.
2. Bates, K. 1999. *Fish Passage Design at Road Culverts: A Design Manual for Fish Passage at Road Culverts*. Washington Department of Fish and Wildlife Habitat and Lands Program. Environmental Engineering Division, Olympia, Washington.
3. deMaynadier, P., and M. Hunter, Jr. 2000. *Road Effects on Amphibian Movement in a Forested Landscape*. *Natural Areas Journal* 20: 56-65.
4. Smith, D. 2003. *Ecological Effects of Roads: Theory, Analysis, Management, and Planning Considerations*. Dissertation, University of Florida, Gainesville, Florida.

APPENDIX I

Summary of ETAT Comments from Programming Screen Review

**Gulf Coast Parkway
Purpose and Need Statement and Project Effects
ETDM Comments and Responses**

Agency	Comment	Response
USEPA	EPA is still unclear about this roadway being a reasonable component to a hurricane evacuation system because there are other roadways that, with capacity additions, would move evacuees more directly away from the coast.	Widening of existing roadways would improve hurricane evacuation from Gulf County but the widening of these facilities would not meet the other criteria in the purpose and need. The proposed Gulf Coast Parkway would meet the other criteria and provide addition hurricane evacuation benefits (see below).
	We note (and agree) with the deletion from the needs statement “improving safety” because the data indicate that the area roadways incur far less accidents than the statewide averages.	No response required.
	Capacity additions to existing US 98 through Tyndall AFB property has been eliminated by FDOT/FHWA as a viable alternative. However, this revised PN still does not include the documented frequencies of past roadway closures for security reasons or any projections of future closure of US 98 through Tyndall.	The widening of existing US 98 was determined to not be a viable alternative due to the impacts through Mexico Beach. The nature and duration of closure of US 98 through Tyndall AFB are sporadic and vary according to the need. The dates and durations of future closures are not available.
	The new intermodal distribution center eight miles north of Panama City will be an important factor for commerce. It is therefore unclear why some of the seven alternatives that have been determined to meet the PN do not terminate at the proposed distribution center.	The alternative corridors under consideration were those that best met the project’s purpose and need after the initial evaluation of all the suggested corridors. However, not all of the alternative corridors meet all the project’s identified needs equally. Some corridors may not terminate at the distribution center but are still able to serve it by terminating in its vicinity. Further, meeting this need has to be weighed in consideration with other needs and the alternative corridors’ impacts.
	The population growth at about 16-17 percent per annum for Gulf and Bay counties does not reflect a need for economic stimuli. People are coming into these counties either because of job opportunities or they are retirees with ample incomes.	The projected population growth is not reported as justification for economic stimuli, but as need for additional road capacity and mobility. The need for economic stimuli in Gulf county was based on the loss in population and jobs following the constitutional net ban amendment and the closure of the paper mill.
USCOE	The Corps does not fully agree with the inclusion of Emergency Evacuation as justification for purpose and need. Directing evacuees into Panama City and SR 231 will not aid in the evacuation of residents of Panama City. No supporting documentation has been provided which would suggest evacuation times would be	A hurricane evacuation analysis was prepared the Gulf Coast Parkway study using the Transportation Analysis Update of the Apalachee and Northwest Florida Hurricane Evacuation Restudies and the subsequent updated model work performed for Bay County. The conclusion of this study was that without the Gulf Coast

	significantly reduced or the residents of Bay County would benefit from this roadway; therefore, the corps recommends deletion of this justification from the purpose and need determination	Parkway clearance times for US231 in Bay County and SR 71 in Gulf County will increase. With the Gulf Coast Parkway clearance times will increase by 3 to 4 hours over the clearance times without the Parkway, but clearance times on SR 71 would decrease. Further, the report suggests that clearance times on US 231 could be decreased below those without the Parkway by instituting contraflow traffic (increasing the number of northbound lanes by converting southbound lanes to northbound lanes) on US 231 at SR 20. Given that SR 71 is the only northbound route out of Gulf County and a considerable amount of the population in Gulf County and southeast Bay County is located along the coast, it was concluded that the Gulf Coast Parkway would benefit evacuation for coastal residents.
USFWS	Recent high population growth rates were given as support for the need for the new roadway. However, US Census Bureau figures released recently showed only a modest population gain of 1.4% for Bay County between July 2005 and July 2006. This below the state average of 1.8%. Gulf County showed less than 1% growth.	The growth rate given was derived from US Census data for 1990 and 2000 and was provided to show the recent trend in population growth for this area over a period of time. This number, however, was not the basis utilized to develop traffic projections that were used to determine traffic capacity needs.
FHWA	The cost and funding source for the project is not identified..... This information is important, particularly for the public, in the consideration of whether the possible negative impacts of the project are worth pursuing given the project cost, and whether the opportunity cost of funding this project over others is justifiable..... A generalized cost estimate for each alternative should be provided as a response in the Programming Screen summary Report.	The PD&E study is funded with \$4.35 million in FDOT funds for the completion of the study with an Environmental Impact Statement. \$25 million in federal funds has been programmed for partial design and R/W acquisition upon completion of the PD&E study. As requested, a generalized cost estimate for each alternative will be included in the Programming Screen Summary Report.

General EST Comments and Responses

Agency	Comment	Response
Coastal and Marine		
NMFS	<p>Federal agencies which permit, fund, or undertake activities which may adversely impact EFH are required to consult with NMFS and, as a part of the consultation process, an EFH assessment must be prepared to accompany the consultation request. Regulations require that EFH assessments include:</p> <ol style="list-style-type: none"> 1. A description of the proposed action; 2. an analysis of the effects (including cumulative effects) of the proposed action on EFH, the managed fish species, and major prey species; 3. the Federal agency's views regarding the effects of the action on EFH; and, 4. proposed mitigation, if applicable. <p>Provisions of the EFH regulations [50 CFR 600.920(c)] allow consultation responsibility to be formally delegated from federal to state agencies, including FDOT. Whether EFH consultation is undertaken by the Federal Highway Administration or FDOT, it should be initiated as soon as specific project design and construction impact information are available.</p>	<p>An EFH assessment has been completed as a part of this study and is available as an appendix to the Wetland Evaluation Report. Additionally the findings of the EFH assessment and the project's affect on EFH habitats is summarized in Section 4.3.5 of the DEIS. Cumulative effects on EFH are discussed in Section 4.3.19.</p>
Contaminated Sites		
USEPA	<p>The detailed PD&E review still should verify all underground tanks and investigate possible undocumented sites.</p>	<p>A Contamination Report has been completed as a part of this study and is available for review. Additionally the summary discussion for contamination is available in Sections 3.6.11 and 4.3.9 of the DEIS.</p>
Farmlands		
NRCS	<p>However, looking towards the future and food quantity concerns, impacts on farmland (either nonprime or prime) should be</p>	<p>A Farmland Application was submitted to NRCS to assess the project alignments' affects on farmlands (either prime or</p>

	evaluated and given consideration before determining any particular route.	nonprime). The results of this process indicate that the only involvement with prime farmlands occur with Alternative Alignment 15. The discussion of Farmlands can be found in Sections 3.5.6 and 4.3.15 of the DEIS. The Farmlands letter from the NRCS has been included in the DEIS appendix.
Floodplains		
USEPA	While at this screening stage, this is an alternative corridor analysis, it would be appropriate for additional technical data to be provided. Bridging is considered mitigation but it is more appropriately a method of minimization of impacts as compared to placement of fill and culvert. A valid next step in the alternatives analysis would be for bridging assumptions to be defined for each hydraulic crossing. Also, the sponsors' preliminary assumptions for culvert should be presented wherever assumed.	A separate Location Hydraulics Report and Preliminary Engineering Report have been prepared for this study and can be reviewed. The discussion of bridging and culverts in floodplains is summarized in Section 4.3.11 of the DEIS.
NWFWMD	Efforts should be made to protect floodplain resources and functions, including by remaining within existing alignments to the degree possible and maintaining hydrologic connectivity and integrity across the spectrum of likely flows.	A separate Location Hydraulics Report and Preliminary Engineering Report have been prepared for this study and can be reviewed. The discussion of floodplains is summarized in Sections 3.6.5 and 4.3.11 of the DEIS.
Navigation		
USCOE	Measures should be taken to avoid hazards to navigation and water flow. Alternatives 8, 9, 10, 11, 12, 13, 14, 15, 16, and 18 propose crossing of the GCICWW at a narrow location within Gulf County and some show crossing at the existing Overstreet Bridge location. Each of these crossings should have minimal impacts to navigable waters of the United States or the GCICWW. All other crossings of waters of the U.S should be maximized to incorporate navigation, water flow, and wildlife movement. Secondary impacts associated with boat launching, fishing, and camping should be evaluated during the design process.	For all bridge crossings over the ICWW or over Wetappo Creek a high level bridge has been planned to avoid hazards to navigation and water flow. A separate Location Hydraulics Reports has been prepared and provides further detail on all of the waterway crossings for the project. The summary discussion for navigation and waterway crossings can be found in Section 4.3.17 of the DEIS.

Water Quality and Quantity		
USEPA	<p>Alternatives 7 and 17 are substantially less length which would normally mean less direct impacts to water resources. Those alternatives, however, traverse more open surface waters than the other alternatives, and therefore could present potentially greater issues for handling surface runoff from the road project. The management of stormwater will be addressed much later in the review of the project. Without much more technical data on the physical/chemical quality of the brackish and fresh water resources within the direct path of the alternatives, EPA is unable to make reasoned conclusions about the degree of adverse impacts.</p>	<p>The discussion of water quality and quantity impacts is summarized in Sections 3.6.1 and 4.3.7 of the DEIS. Further a Pond Siting Report and Location Hydraulics Report have been prepared which discuss the treatment and handling of stormwater from the proposed alternatives.</p>
NWFWMD	<p>Nonpoint discharges are of particular concern at the indicated stream crossings. Additionally, as presented, development of the roadway would appear to facilitate considerable new land use intensification, which in turn has the potential to generate additional widespread nonpoint source pollution.</p> <p>For any alternative or variant that may be pursued, the following measures should be incorporated to limit direct and cumulative impacts:</p> <ul style="list-style-type: none"> - Follow existing roadway corridors to the maximum extent possible. - Maximize use of extended elevated bridges to protect the integrity of the stream and wetland corridors, hydrology, water quality, and associated habitats. - Maximize use of wetland and waterfront buffer areas. - Provide for limited access and coordinate with local government comprehensive planning to limit potential for spin-off suburban sprawl and subsequent NPS pollution and habitat fragmentation. <p>The project would require state stormwater permitting, recognizing that a transition to Environmental Resource</p>	<p>The discussion of the projects cumulative effects is summarized in Section 4.3.19 of the DEIS. Additionally a Cumulative Effects Analysis Report has been completed and is available for review.</p> <p>As a part of the process to avoid and minimize impacts as much as possible the alignments were developed along existing roadways, utilized bridges and culverts, and attempted to avoid wetland and other sensitive lands. The discussion of this process is provided in Section 2 of the DEIS.</p> <p>The Cumulative Effects Analysis was completed in coordination with the ETAT agencies as well as the local and regional planning agencies. This effort should provide information for those agencies to work together on strategic conservation efforts to help minimize spin-off suburban sprawl and habitat fragmentation.</p> <p>The appropriate permitting process will be followed as this project progresses into the Design Phase. Coordination with the appropriate permitting agencies has been carried out throughout the PD&E study process.</p>

	Permitting is currently in progress. Additional local permit requirements may apply as well. Well abandonment, if required, would be subject to permitting by the NFWMD in accordance with Chapter 40A-3, F.A.C.	
Wetlands		
FDEP	<p>The wetland resource permit/stormwater permit applicant will be required to eliminate or reduce the proposed wetland resource impacts of parkway construction to the greatest extent practicable:</p> <ul style="list-style-type: none"> - Minimization should emphasize avoidance-oriented corridor alignments, wetland fill reductions via pile bridging and steep/vertically retained side slopes, and median width reductions within safety limits. - Wetlands should not be displaced by the installation of stormwater conveyance and treatment swales; compensatory treatment in adjacent uplands is the preferred alternative. - After avoidance and minimization have been exhausted, mitigation must be proposed to offset the adverse impacts of the project to existing wetland functions and values. Significant attention is given to forested wetland systems and seagrass beds, which are difficult to mitigate. - The cumulative impacts of concurrent and future road improvement projects in the vicinity of the subject project should also be addressed. <p>DEP Northwest District staff has visited many of the corridor sites and indicates that the proposed bridges over East Bay, the Intracoastal Waterway, and Wetappo Creek should be designed to maintain access for sailboats with tall masts (at least 65 feet high). The corridors crossing Calloway Creek, Boggy Creek, Cooks Bayou, Smith Bayou, Sandy Creek, Little Sandy Creek, Horseshoe Creek, and (upstream) Wetappo Creek would require substantial bridging</p>	<p>The appropriate permitting process will be followed as this project progresses into the Design Phase. Coordination with the appropriate permitting agencies has been carried out throughout the PD&E study process.</p> <p>Section 2 discusses the development of the alternative alignments and the process for avoidance and minimization of impacts.</p> <p>A Cumulative Effects Analysis Report has been completed and is available for review. The summary of the cumulative effects analysis is available in Section 4.3.19 of the DEIS.</p> <p>A high level bridge crossing has been planned for any crossing that may be designed over the ICWW or Wetappo Creek. Information about additional waterway crossings can be found in the Location Hydraulics Report as well as in Section 4.3.11 of the DEIS.</p> <p>The presence of the Panama City Crayfish has been noted throughout this study process. Avoidance of their habitat along Star Avenue has been incorporated into the attempt to minimize project impacts.</p>

	<p>over floodplain areas with extensive wetlands. District staff have also expressed concerns regarding the project routes following Star Avenue, which has ditching along the sides of the road that are habitat for the Panama City Crawfish.</p>	
NMFS	<p>In addition to direct impacts to EFH, NMFS has concerns regarding the road's impact on the maintenance of the area's natural hydrology and freshwater inflow to the estuarine environment. Also of concern are the effects of increased traffic in the area and automobile-associated pollutants carried by stormwater runoff off the roads impervious surface.</p> <p>Salt marsh, tidal flats, marine and estuarine water column, and non-vegetated bottom are specific categories of EFH that may be impacted by the project. Federal agencies which permit, fund, or undertake activities which may adversely impact EFH are required to consult with NMFS and, as a part of the consultation process, an EFH assessment must be prepared to accompany the consultation request. Regulations require that EFH assessments include:</p> <ol style="list-style-type: none"> 1. A description of the proposed action; 2. an analysis of the effects (including cumulative effects) of the proposed action on EFH, the managed fish species, and major prey species; 3. the Federal agency's views regarding the effects of the action on EFH; and, 4. proposed mitigation, if applicable. <p>Provisions of the EFH regulations [50 CFR 600.920(c)] allow consultation responsibility to be formally delegated from federal to state agencies, including FDOT. Whether EFH consultation is undertaken by the Federal Highway Administration or FDOT, it should be initiated as soon as specific project design and</p>	<p>Section 4.3.11 of the report summarizes the Location Hydraulic Report which indicates the project will maintain hydrologic conditions.</p> <p>An EFH assessment has been completed as a part of this study and is available as an appendix to the Wetland Evaluation Report. Additionally the findings of the EFH assessment and the project's affect on EFH habitats is summarized in Section 4.3.5 of the DEIS.</p>

	<p>construction impact information are available. EFH consultation can be initiated independent of other project review tasks or can be incorporated in environmental planning documents. Upon review of the EFH assessment, NMFS will determine if it is necessary to provide EFH conservation recommendations on the project.</p>	
NWFWMD	<p>For any alternative or variant that may be pursued, the following measures should be incorporated to limit direct and cumulative impacts:</p> <ul style="list-style-type: none"> - Follow existing roadway corridors to the maximum extent possible. - Avoid any impacts to tidal marshes. - Maximize use of extended elevated bridges to protect the integrity of the stream and wetland corridors, hydrology, water quality, and associated habitats. - Maximize use of wetland and waterfront buffer areas. - Provide for limited access and coordinate with local government comprehensive planning to limit potential for spin-off suburban sprawl and subsequent NPS pollution and habitat fragmentation. 	<p>The discussion of the projects cumulative effects is summarized in Section 4.3.19 of the DEIS. Additionally a Cumulative Effects Analysis Report has been completed and is available for review.</p> <p>As a part of the process to avoid and minimize impacts as much as possible the alignments were developed along existing roadways, utilized bridges and culverts, and attempted to avoid wetland and other sensitive lands. The discussion of this process is provided in Section 2 of the DEIS.</p> <p>The Cumulative Effects Analysis was completed in coordination with the ETAT agencies as well as the local and regional planning agencies. This effort should provide information for those agencies to work together on strategic conservation efforts to help minimize spin-off suburban sprawl and habitat fragmentation.</p> <p>The appropriate permitting process will be followed as this project progresses into the Design Phase. Coordination with the appropriate permitting agencies has been carried out throughout the PD&E study process.</p>
USCOE	<p>Direct impacts would include the elimination of functions and values of the wetlands within the roadway footprint, any disturbed buffer, and create secondary effects along adjacent waters/buffer. Permanent and temporary impacts will be generated by the construction of a new roadway. Due to the overall acreage of wetland impact associated with this roadway and taking into account the overall potential cumulative and secondary impacts a degree of effect of Substantial was selected. The Corps suggests Federal Highway Administration prepare an Environmental Impact Statement to fully evaluate effects of the identified alternatives for the new roadway.</p>	<p>An EIS has been prepared for this project. A detailed discussion of wetland impacts is included in the Wetland Evaluation Report. Summary discussions of wetland impacts can be found in Sections 3.6.6 and 4.3.4 of the DEIS.</p> <p>The PD&E process as followed for the completion of an EIS concurs with the recommendations of the USCOE.</p>

	<p>The Corps has determined that alternative #7 would cause significant impacts to regulated wetlands and named tributaries which could lead to habitat fragmentation and disruption of multiple ecosystems. Although this route is similar to that of alternative # 17 it increases habitat fragmentation and increases urbanization to the west of Panama City.</p> <p>The US Army Corps of Engineers recommends the following:</p> <ol style="list-style-type: none"> 1. Once a final corridor is selected a jurisdictional determination for the entire corridor including the proposed stormwater pond locations. This determination should include drawings on 8.5 by 11 inch paper, aerials, USGS quad maps, wetland delineation maps depicting the wetland line preferably on an aerials, soils mapping, and wetlands designated by FLUCCS codes. 2. A functional analysis consistent with the proposed mitigation plan for the entire project. 3. Pond siting analysis which should include a demonstration of how environmental effects, including wetlands, were evaluated in determining location. 4. Analysis of wetland avoidance and minimization which should clearly depict all methods and measures to avoid waters/wetlands and/or minimize the roadway effect upon jurisdictional waters. 5. A compensatory mitigation plan which fully offsets all impacts which are unavoidable and have been minimized following the alternative analysis, pond siting analysis, analysis of wetland avoidance and minimization, and consistent with the functional analysis. The mitigation plan must also provide the appropriate mitigation to compensate for wetland impacts. This specifically relates to the potential estuarine and floodplain impacts. Federally approved mitigation banks within this area of Florida currently do not provide compensation for tidal or estuarine impacts. 	
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	<p>6. As the proposed parkway continues to move forward, the Corps suggests a limited/restricted access design alternative. Limiting/restricting access to new developments would greatly reduce cumulative and secondary impacts related to new roadways.</p> <p>7. Federal Highway Administration should work with Federal and State resource agencies to design standard wetland crossing roadway designs which decrease median, side-slope, and design speeds through wetland areas.</p> <p>8. The Quality Enhancement Strategies for Wetland Impact Minimization developed by Florida Department of Transportation-District 5 should be incorporated into this project.</p>	
Wildlife and Habitat		
FFWCC	<p>We continue to recommend that an Environmental Impact Statement (EIS) be accomplished for this project due to the following issues: (1) the presence of significant natural resources that would potentially be adversely affected or altered; (2) the need to evaluate and determine whether construction of the road is in the public interest; (3) the controversial aspects of the proposed project, which will require the highest level of public and agency input, review, and interaction; and (4) the potential for the project to have unavoidable and irreversible adverse impacts on the natural and human environment, including substantial direct, indirect, and cumulative impacts, since this project would result in the construction of a new high-speed highway in a rural, natural area.</p> <p>We also continue to recommend the establishment of an interagency Environmental Advisory team comprised of both federal and state agencies to discuss and clarify overall environmental issues before further road planning and design occur. FWC would like to participate in the formal Scoping Process for the EIS. The major issues we want the future study to address, in addition to fish and wildlife and habitat surveys and</p>	<p>The discussion of species impacts is included in the Endangered Species Biological Assessment. This discussion is summarized in Sections 3.6.7 and 4.3.14 of the DEIS.</p> <p>The FFWCC have participated in the EIS Scoping Meeting and all ETAT meetings for this project. These meetings have been documented in Section 8.2 of the DEIS.</p>

	<p>impact analysis, include: (1) the planning and design of longer bridges over streams and floodplains to protect the functionality and integrity of these riparian systems, including hydrology, stream habitat quality, and habitat connectivity; (2) a study to evaluate the need and location for wildlife underpass structures on SR 22 and surrounding roads, where our agency has previously documented black bear roadkill and principal roadkill areas; (3) the design and use of roadside swales to treat highway runoff to reduce the need for offsite Drainage Retention Areas (DRAs) to conserve habitat resources; (4) funding for a population and movement survey (e.g. bear hair snare study) to estimate and define population levels within defined portions of the study area; and (5) the establishment of a biologically viable mitigation area for the Panama City crayfish which would be protected in perpetuity.</p>	
USFWS	<p>This route has a high potential to impact known habitat for federally protected and other rare species. Should this route be selected, extensive measures would be needed to avoid and minimize impacts to federally protected and other rare species. Potential measures include: environmentally-sensitive bridging of streams and riparian habitat; acquisition and restoration of habitat with known federally protected and rare species occurrences such as the riparian corridors along Wetappo Creek, Little Sandy Creek, and Sandy Creek; acquisition of other appropriate conservation lands; acquisition and restoration of habitat for the PCC; designing the Gulf Coast Parkway using the Wekiva Parkway as a model to balance growth, environmental protection, and sustainability; limiting access points; and using regulatory measures such as a Regional General Permit or Ecosystem Management Agreement to manage growth into adjacent wetland habitat areas which support protected species. Commitments to address these concerns would be needed to reduce the degree of effect for this alternative. The Service is available to work closely with FDOT and other agencies to address these concerns. Additional comments are given below.</p> <p>Endangered Species Act</p>	<p>Coordination with the ETAT on the issues identified has occurred throughout the DEIS process. This coordination has been summarized in Section 8.2 of the DEIS. The development of a mitigation plan to the detail described will be possible at the time when a preferred alternative has been identified. The development of the mitigation plan will be completed in coordination with the ETAT agencies and will attempt to work with local government, planning agencies, and land owners to provide a mitigation plan that is suitable for this project.</p> <p>The discussion of species impacts and the methodology for cataloging and identifying all of the species commented on by the USFWS is included in the Endangered Species Biological Assessment. This discussion is summarized in Sections 3.6.7 and 4.3.14 of the DEIS.</p>

	<p>The Endangered Species Act requires you to consider all effects when determining if an action funded, permitted, or carried out by a Federal agency may affect listed species. Effects you must consider include direct, indirect, and cumulative effects. Effects include those caused by interrelated and interdependent actions, not just the proposed action. Direct effects are those caused by the action and occur at the same time and place as the action. Indirect effects are caused by the action and are later in time but are reasonably certain to occur, such as secondary growth into a previously undeveloped area. Interrelated actions are part of a larger action and depend on the larger action for their justification. Interdependent actions have no significant independent utility apart from the action under consideration. Cumulative effects are those effects of future State or private activities, not involving Federal activities, which are reasonably certain to occur within the action area of the Federal action subject to consultation. Secondary and cumulative effects may extend beyond the corridor study area, and the scope of impact may vary depending on the resource being assessed. The following federally protected species and species of management concern are known to occur proximate to your proposed project. In addition to known occurrences, protected species may be found wherever suitable habitat is present.</p> <p>Red-cockaded Woodpecker</p> <p>This corridor passes within 0.27 mile of the Lathrop Bayou Tract. The Wetappo Creek Conservation Area and Lathrop Bayou Tract are managed collectively by the St. Joe Company, Bureau of Land Management (BLM), Service, FWC, and Genecov Group as part of a Land Stewardship Memorandum of Understanding (MOU). Current initiatives underway include the translocation of juvenile RCWs onto the tracts to enhance the populations, financial grants, and improved habitat management for overall increased biodiversity of native species. We have as a long-term goal to provide some habitat connectivity between the two populations to increase their long-term viability, although this task is not a priority in the RCW recovery plan. Management of RCW habitat</p>	
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	<p>requires management of the understory primarily by prescribed fire. The parkway could potentially impact land managers efforts to prescribe burn due to smoke management concerns. Removal of fire will be detrimental to the system as a whole, especially for rare plants and RCWs.</p> <p>Since suitable habitat for RCW may occur along the road alignment, surveys should be conducted within the area to determine if suitable nesting or foraging habitat may be affected. Suitable nesting habitat is defined as pine, pine/hardwood, and hardwood/pine stands that contain pines 60 years in age or older. Suitable foraging habitat is defined as a pine or pine/hardwood stand of forest, woodland, or savannah in which 50 percent or more of the dominant trees are pines and the dominant pine trees are generally 30 years in age or older. If no suitable nesting or foraging habitat is present within the project impact area, further assessment is unnecessary and a no effect determination is appropriate. If no suitable nesting habitat is present within the project impact area, but suitable foraging habitat is present and will be impacted, potential use of this foraging habitat by groups outside the project boundaries must be determined. This is done by identifying any potential nesting habitat within 0.5 mile of the suitable foraging habitat that would be impacted by the project. Any potential nesting habitat is then surveyed for cavity trees. If no active clusters are found, then a no effect determination is appropriate. If one or more active clusters are found, a foraging habitat analysis is conducted to determine whether sufficient amounts of foraging habitat will remain for each group post-project. More detail on the RCW survey protocol is available in Appendix 4 of the recovery plan for the red-cockaded woodpecker.</p> <p>Flatwoods Salamander Areas with a mosaic of seasonally ponded wetlands and upland habitat are well-suited for the flatwoods salamander which uses ponded wetlands for breeding and spends the rest of its adult life</p>	
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	<p>in adjacent uplands. The flatwoods salamander lives underground in burrows for most of the year, except during the breeding season. Therefore, the effects of the proposed alignment on flatwoods salamander habitat should be assessed rather than effects on the salamander itself. A Habitat Evaluation Model was developed by HDR Engineering in conjunction with the FDOT District 3 and the Service for use on transportation projects. We recommend using a habitat evaluation model to identify and evaluate suitable habitat for the flatwoods salamander.</p> <p>Bald Eagle</p> <p>There is potential for bald eagle nests to exist within the study area. The likelihood for a nest to be encountered is greater in proximity to water but may occur up to several miles inland. Bald eagles found in Florida belong to the Southeastern States Recovery Unit. This unit, along with the other four recovery units, has met recovery criteria (71 FR 8238). The Service proposed delisting the bald eagle on July 6, 1999. The comment period was re-opened on February 16, 2006, and the Service is currently considering comments received on the proposal to delist the bald eagle (71 FR 8238). No critical habitat has been designated for this species. The state of Florida currently lists the bald eagle as a state threatened species. The bald eagle is also protected under the Bald and Golden Eagle Protection Act (BGEPA) and the Migratory Bird Treaty Act (MBTA). Protection under these laws will continue should the bald eagle be removed from the list of threatened and endangered species.</p> <p>We recommend surveying for eagle nests within 660 feet of any proposed alignment. Surveys should take place early in the planning period. Then, to avoid delays in project implementation, we recommend that surveys take place again within one year prior to construction activities. In order to verify the activity of any nests, we recommend that surveys take place during the bald eagle nesting season (October 1 May 15). The Florida Fish and Wildlife Conservation Commission (FWC) can be contacted for the latest</p>	
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	<p>known nest data (LaKausha Simpson, State bald eagle database coordinator, 352-955-2230). It should be determined whether your project is greater than 660 feet from a bald eagle nest tree. While projects greater than 660 feet from a nest tree no longer need Service review, we request an opportunity to concur with your determination. For projects nearer than 660 feet, new guidance for construction activities adjacent to bald eagle nests is now available (http://www.fws.gov/northflorida/BaldEagles/2006-FWS-bald-eagle-clearance-ltr.htm). Your bald eagle survey information should be updated within one year of construction to reflect current nest activity.</p> <p>Panama City Crayfish</p> <p>Land management techniques necessary for the PCC such as prescribed burning could be restricted as a result of the parkway due to smoke management concerns. This alternative lacks the Tram Road and Cherokee Heights Road segments; thus, it is less likely to fragment conservation lands for the PCC than alternatives with those segments. To reduce the extent of threat posed by the parkway and help address the conservation needs of the PCC, we recommend that the FDOT and Opportunity Florida coordinate with FWC to minimize impacts.</p> <p>Federally Protected and Other Rare Plants</p> <p>We recommend that any selected road design avoid effects to both listed and rare plant species. Locating the proposed corridor on lands important to imperiled plant species such as Sandy Creek will be detrimental to these populations. There may be other locally significant areas for rare plants as well. Alternative corridors should be considered if impacts to federally protected and other rare plants will be avoided.</p> <p>Incorporating measures to protect rare plants may preclude the need to list them in the future. Addressing species needs before listing is required (with its associated regulatory restrictions) often allows greater management flexibility to stabilize or restore these</p>	
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	<p>species and their habitats. Ideally sufficient threats can be removed to eliminate the need for listing.</p> <p>To determine effects on listed and rare plants, a comprehensive floral survey is needed within the proposed alignments and should be based on recognized methods. A guideline for conducting and reporting botanical inventories for federally listed plants is available from our office. Surveys for Harpers beauty must take place in May when the plant is in flower.</p> <p>Habitat Fragmentation, Habitat Corridors, and Wildlife Crossings Coordination should take place with the FWC regarding potential impacts to the black bear. Incorporating multi-species wildlife crossings into the corridor design would help to maintain habitat connectivity and reduce the risk of roadkill. In 2000, a decision-support model to identify and prioritize sites for ecopassages on existing roadways was developed for the FDOT. This Highway Hotspots Priorities Model could be used for the proposed Gulf Coast Parkway alignment to identify potential wildlife crossing locations. These costs should also be incorporated in the feasibility studys cost-benefit analysis.</p> <p>Protecting a habitat corridor between the Wetappo and Lathrop RCW populations could provide multiple conservation benefits. The two tracts comprise some of the largest remaining stands of natural long leaf pine in Bay and Gulf counties. The upland pineland habitat as well as the larger pines found along the riparian corridor between the two populations provide an opportunity for RCW population expansion and eventual connection between the two disjunct populations. This corridor has a high occurrence of rare plants (pollinator species and their importance are unknown at this time, but habitat connectivity could play an important role for their continuation), quality wetland habitat, and is a potential movement corridor for large mammals such as the Florida black bear. Voluntary conservation measures should be incorporated into the project design to</p>	
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	<p>minimize impacts along the corridor such as conservation easements, upland buffers, maximum avoidance and minimization of wetland losses, protection of large pines, and environmentally sensitive bridging. This area may have high potential as a mitigation site for unavoidable wetland losses.</p> <p>Migratory Birds Loss and degradation of adjacent habitat are potential effects of the proposed corridor, especially for migratory birds. Many migratory bird species prefer "deep woods" and require land tracts with low edge:area ratios. Increasing fragmentation results in smaller islands of habitat, favoring species adaptable to woodland edges. Mitigation costs for secondary effects in these habitats should be considered. In addition, the Service is concerned that there is potential for "take" of migratory birds during construction activities. Timing land clearing to avoid the nesting periods of these species will greatly reduce the likelihood of take.</p> <p>Roadway Lighting Any roadway lighting along coastal areas should meet coastal dark sky lighting guidelines (sea turtle shielded low pressure sodium) to reduce the risk of lighting disorientation of nesting and hatchling sea turtles.</p>	
Historic and Archaeological Sites		
FDOS	This proposed corridor has not been subjected to a cultural resource assessment survey but one National Register listed resource is located within the 100 foot buffer. No other resources are located within the 500 foot buffer but several archaeological sites are located within the one mile buffer.	A Cultural Resource Assessment Survey has been completed for this study and is available for review. The summary of the assessments findings can be found in Sections 3.3.1, 3.3.2, and 4.2.1 of the DEIS.
FHWA	Eligibility determinations for identified resources are needed. If eligible, for the NRHP, a determination of effects is needed. NRHP resources should be avoided in accordance with section 106 and 4(f) requirements.	A CRAS has been completed identifying historical and archeological sites in the study area. The determination of effects has been submitted to the SHPO for concurrence. If the SHPO determines there is an adverse effect to a significant historic resource, a Section 4(f) determination of applicability will be submitted to FHWA and a Section 4(f) evaluation will be completed, if required.

Miccosukee Tribe of Indians of Florida	Effects are unknown until a Cultural Resources Survey is done for this alternative.	A CRAS has been completed and is available for review. Sections 3.3.1, 3.3.2 and 4.2.1 of the DEIS summarize the findings from the CRAS.
Recreational Areas		
FHWA	Recreation Alts 1-18 (Moderate) All alternatives cross the Intercoastal Waterway Canoe Trail. Use of these areas could result in a Section 4(f) use, therefore possible impacts to these areas should be coordinated with FHWA.	Where the alternatives cross the ICWW Canoe Trail a determination will have to be made in coordination with FHWA as to the effect, if any, this will have on this resource. A Section 4(f) assessment will be coordinated with FHWA if one is needed.
FDEP	These public lands contain significant natural communities and numerous element occurrences of listed species, as indicated by the Florida Natural Areas Inventory. The Department is interested in preserving the area's natural communities, wildlife corridor functions, natural flood control, stormwater runoff filtering capabilities, aquifer recharge potential, contributions to regional spring complexes, and recreational trail opportunities. Therefore, future environmental documentation should include an evaluation of the primary, secondary, and cumulative impacts of proposed parkway construction on the above public lands and any proposed acquisition sites.	The primary, secondary, and cumulative impacts of the proposed alternatives for this project are discussed throughout the DEIS. Section 4.3.19 of the DEIS addresses cumulative effects.
Economic		
FHWA	According to the ETAT tool, 25% of the population within 500 feet of this alternative are those with disabilities. What analysis on those impacts and possible mitigation strategies have been performed to address the needs of this population? Accordingly there are 236 housing units within 500 feet of this alternative that do not own vehicles. Has any analysis been conducted on the expansion of transit services along this corridor for those in needs? Please consider these issues during PD&E process.	<p>A Socio Economic Analysis was completed for this project. This discussion is summarized in Section 4.1.1. The development of this roadway should mobility access to these areas as well as increase the ability for emergency service responses.</p> <p>The Bay County TPO has included the Bay Town Trolley Transit Development Plans in the LRTP. These plans include a route to Mexico Beach from the Wal-Mart on US 98 (Tyndall Parkway) and a Mexico Beach circulation route. Another route from Southport to the Wal-Mart on US 98 (Tyndall Parkway) would connect with US 231 in the vicinity of the Nehi intersection. Outside of the Panama City area there is too little population density to support formal transit routes. Gulf County ARC and Transportation does provide transportation for the transportation disadvantaged in the Gulf County area. In Bay County, the Tri-</p>

		County Community Council provides transportation services to the transportation disadvantaged.
Land Use		
FHWA	Secondary and Cumulative (Substantial) All reasonable and foreseeable secondary and cumulative impacts would need to be analyzed as part of an environmental document for all the alternatives. The analysis should focus on the resources that would likely be impacted for each of the alternatives. Given that the primary purpose of the project is for economic opportunities, the affects of these expanded economies on the resources of the area should be assessed in the PD&E.	<p>The Cumulative Effects Analysis Report discusses in detail the cumulative effects of the proposed action. The report has been summarized in Section 4.3.19.</p> <p>An economic analysis was completed and is included in Sections 3.2 and 4.1.2 of the DEIS.</p>
DCA	In order to maintain comprehensive plan consistency, the roadway project should be included in the appropriate Traffic Circulation Map, in the Capital Improvement Plan or infrastructure plan as appropriate and coordinated with the future land use plan, including future service areas and coastal management plans for both counties.	The Gulf County Comprehensive Plan supports the development of the GCP in Policy 3.5.1. It is not shown on the Traffic Circulation Map as the County is waiting on the selection of an alignment (personal communication with County Planner). The Bay County TPO shows the GCP in the 2030 LRTP. The project is also identified in the Bay, Gulf, Holmes, and Washington Regional Transportation Partnership planning documents. See Section 3.5 of the DEIS.
Secondary and Cumulative Effects		
USEPA	<p>Water quality within the project area is categorized as mostly good by the Clean Water Act 305(b) State reporting. The long term protection of this quality should be one of the most important considerations by planners and decision makers involved with this project. Without adequate water quality, aquatic habitat quality cannot be maintained. Many surface waters within the Southeast have been degraded by development or agricultural operations so it is particularly valuable for high-quality streams to be protected. Review of the EST quantitative data for secondary and cumulative impacts reveal nothing different than that provided for the direct effects reviews. This evaluation of secondary/cumulative impacts, therefore, is best professional judgment.</p> <p>Unfortunately, EPA could not find any land use planning data for either county of the project area. It is unclear whether there is any guidance for long term planning for development, conservation or</p>	<p>The Cumulative Effects Analysis Report was developed in concert with the ETAT representatives. This report is available for review.</p> <p>A full discussion and summary of the cumulative impacts of the project is in Section 4.3.19 of the DEIS.</p> <p>Access control is addressed in PER and Section 2.3.4 of the DEIS.</p> <p>Water quality is addressed in Sections 3.6.1 and 4.3.7.</p> <p>Invasive species is addressed in the ESBA and in Section 4.3.20.</p>

	<p>otherwise at the local government level. There are several State or Federal designated high-value habitat areas, including the Bull Point/Lathrop Bay, the Bear Creek Florida Forever BOT which are relevant to this review. Additionally, Sandy Creek and Wetappo Creek are identified in the data as habitat for many endangered or threatened aquatic and wetland species. The relatively contiguous undeveloped acreage within the Sandy Creek and Wetappo Creek drainage systems northward within the project area are noteworthy. It appears that alternatives 7-16 and 18 would introduce greater potential for development in the least developed portions of the project area. Reduced aquatic habitat quality, and loss of terrestrial habitat would be greatest with these alternatives. Perhaps the least desirable from this perspective is Alternative 15. Conversely, there is no one alternative that is clearly superior environmentally, when all aspects are considered.</p> <p>One very important unknown at this point in the review is the degree of access control. This is a factor that must be fully considered in the subsequent review stages of this project. The project sponsor(s) must define the project better, and the future land uses of the project area must also be defined for the environmental document to be adequate.</p> <p>All corridor alternatives present stormwater management concerns whether the receiving waters are fresh or estuarine. The environmental document should evaluate the specific techniques and innovative practices that could/would be employed if the project proceeds. Both construction and long term operation should be addressed for stormwater management.</p> <p>EPA also wishes to add that there is an increasing issue within the Southeast that rapid development and associated road building are facilitating the introduction and spread of exotic invasive plants. This is a concern is relevant to both water quality and habitat quality, and should be fully addressed in the future environmental document.</p>	
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FDEP	<p>The parkway's potential to facilitate development in rural areas, further exacerbating non-point source stormwater runoff, is of particular concern to the Department and other state resource agencies. The proposed project should be designed and constructed to avoid adverse impacts to the quantity, quality, and flow of groundwater and surface waters in the St. Andrews Bay watershed. Stormwater treatment should be designed to maintain the natural pre-development hydroperiod and water quality, as well as to protect the natural functions of the adjacent wetlands, floodplains, and waterbodies.</p>	<p>The Cumulative Effects Analysis Report was developed in concert with the ETAT representatives. This report is available for review.</p> <p>A full discussion and summary of the cumulative impacts of the project can be found in Section 4.3.19 of the DEIS.</p> <p>Water quality is discussed in Sections 3.6.1 and 4.3.7 of the DEIS.</p>
NMFS	<p>Construction of the road may expedite residential and commercial development in the region by providing easier access to areas that presently have limited or no access. Land use changes from increased development would mean an increase in impervious surface area and increased pollutant loads from stormwater runoff which would have negative consequences for East Bay and its associated estuarine habitats. Increased development facilitated by the road may also have adverse impacts on the areas groundwater with cascading effects to streams, creeks, swamps, bayous, and the estuary. A comprehensive study of the roads construction and interrelated consequences should be conducted (i.e. an EIS). Access off the highway should be limited to help control urban/suburban sprawl and close coordination with the Northwest Florida Water Management District and other resource agencies should be utilized to minimize and mitigate adverse impacts to the watershed and the ecosystem from the project should it proceed.</p>	<p>The Cumulative Effects Analysis Report was developed in concert with the ETAT representatives. This report is available for review.</p> <p>A full discussion and summary of the cumulative impacts of the project can be found at the end of Section 4.3.19 of the DEIS, including the determination of growth areas for each alternative.</p>
USFWS	<p>Due to the rapid coastal development underway in Florida and throughout the U.S., the secondary and cumulative effects of new growth associated with the corridor should be evaluated.</p> <p>The following measures are recommended to avoid and minimize secondary and cumulative impacts to wildlife and habitat:</p> <p>* Corridor access should be limited and growth managed by a regulatory mechanism as discussed above.</p>	<p>The Cumulative Effects Analysis Report was developed in concert with the ETAT representatives. This report is available for review.</p> <p>A full discussion and summary of the cumulative impacts of the project can be found at the end of Section 4.3.19 of the DEIS, including the determination of growth areas for each alternative.</p>

	<p>*The Wekiva Parkway could be used as a design model.</p> <p>*Appropriate mitigation areas should be identified.</p> <p>* Wildlife crossings should be incorporated into the project design.</p> <p>* Environmentally sensitive bridge construction should be used.</p> <p>* Post-project monitoring should occur regularly to identify and control invasive, non-native species.</p> <p>* In areas with protected and rare plants, right-of-way maintenance activities should be reviewed and protection measures incorporated as needed.</p> <p>* Water quality protection measures to Environmental Resource Permitting (ERP) standards or better should be in place within these high quality undeveloped watersheds.</p> <p>We recommend limiting corridor access as one means to manage growth. As part of the commitments for the US 98 realignment at WindMark Beach (Corps Permit # SAJ-2002-6011), the St. Joe Company has made a commitment to seek, with State and Federal agency participation, a regulatory mechanism in the vicinity of the future Gulf-to-Bay Highway and Gulf Coast Parkway in order to manage growth, minimize impacts to high quality wetlands and other unique habitat, and identify appropriate mitigation areas. We recommend participation of the FDOT and Opportunity Florida in this ecosystem planning effort.</p> <p>Other measures to avoid and minimize impacts to wetlands include: use of the Wekiva Parkway as a model to reduce environmental impacts; post-project monitoring to identify and control invasive, non-native species; additional culverts to</p>	
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	maintain hydrologic connections between wetlands; environmentally-sensitive bridge construction; and water quality protection measures. Mitigation should be located proximate to wetland losses to retain important functions within the watershed.	
NWFWMD	<p>An environmental review should be developed to include an analysis of indirect and cumulative impacts. This should identify planned or potential changes to land use within the affected watersheds. To facilitate this, it would also be helpful to see plans for any local government comprehensive plan future land use map changes that may be under consideration.</p> <p>These apply to all alternatives under consideration and remain unchanged from those indicated in the initial Gulf Coast Parkway review. Commitments on the part of the appropriate public entity or entities exercising planning, implementation, and long-term ownership and maintenance authority to implement dedicated measures for water resource protection, including:</p> <ul style="list-style-type: none"> - Stormwater planning and treatment encompassing both roadway construction and associated watershed areas potentially affected by land use change. This should provide for protection of both flows and water quality and, generally, ensure treatment of at least the first one-inch of runoff. - Protection of substantial waterfront buffer zones along natural waterbodies, particularly including nearby estuarine waters and tidal wetlands. - Protection of wetland systems and functions, to include isolated wetlands. - Coordination with the Northwest Florida Water Management District in the wetland mitigation planning in accordance with Section 373.4137, F.S. - Development of a detailed plan of best management practices 	<p>The Cumulative Effects Analysis Report was developed in concert with the ETAT representatives. This report is available for review.</p> <p>A full discussion and summary of the cumulative impacts of the project can be found at the end of Section 4.3.19 of the DEIS, including the determination of growth areas for each alternative.</p>

	<p>encompassing both construction and facility design. These should be designed to protect against nonpoint source pollution (both long-term and during construction), offsite wetland and water quality impacts, and maintain hydrologic connectivity, and minimize habitat fragmentation.</p> <ul style="list-style-type: none"> - Provide for limited access provisions to minimize future secondary impacts and to maintain integrity of any hurricane evacuation function envisioned for the roadway. <p>This project was presented as a Programming Screen analysis. It is normally expected that at this level of review, potential wetland mitigation actions should be presented for consideration. Furthermore, early interagency planning and coordination of wetland mitigation alternatives are required in accordance with Section 373.4137, Florida Statutes.</p> <ul style="list-style-type: none"> - Stormwater planning and treatment encompassing both roadway construction and associated watershed areas potentially affected by land use change. This should provide for protection of both flows and water quality and, generally, ensure treatment of at least the first one-inch of runoff. - Protection of substantial waterfront buffer zones along natural waterbodies, particularly including nearby estuarine waters and tidal wetlands. - Protection of wetland systems and functions, to include isolated wetlands. - If a decision is made to proceed with the project, coordination with the Northwest Florida Water Management District is required plan and develop an approach to wetland mitigation. - Develop a detailed plan of best management practices encompassing both construction and facility design. These should 	
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	<p>be designed to protect against nonpoint source pollution (both long-term and during construction), offsite wetland and water quality impacts, and maintain hydrologic connectivity, and minimize habitat fragmentation.</p> <p>- Provide for limited access provisions to minimize future secondary impacts and to maintain integrity of any hurricane evacuation function envisioned for the roadway.</p>	
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APPENDIX J

Agency Correspondence

Coastal Zone Consistency Correspondence

11/1/05 Florida Department of Environmental Protection Coastal Zone
Consistency Letter and Attachments

US Fish and Wildlife Correspondence Regarding Wildlife and Habitat

5/18/11 US Fish and Wildlife Service Comments on Draft Endangered Species
Biological Assessment Report
FDOT Response Letter to US Fish and Wildlife Service

US Fish and Wildlife Correspondence Regarding Wetlands, Indirect and Cumulative Effects, and Draft Environmental Impact Statement

6/1/11 USFWS Comments on Wetlands Evaluation Report, Indirect and
Cumulative Effects Report, and Draft Environmental Impact Statement
FDOT Response Letter to USFWS

Cultural Resources Correspondence

5/27/11 State Historic Preservation Officer Draft Cultural Resources Assessment
Survey Comment Letter to FHWA
6/24/11 FDOT Response Letter to State Historic Preservation Officer
5/21/12 FDOT Letter to FHWA Submitting Cultural Resources Assessment
Survey Addendum
6/1/12 State Historic Preservation Officer Concurrence with Cultural Resources
Assessment Survey
6/11/12 FHWA Concurrence with Cultural Resources Assessment Survey

Farmlands Correspondence

8/31/09 National Resources Conservation Service Letter
AD-1006 United States Department of Agriculture (USDA) Farmland Conversion
Impact Rating Form

Indirect and Cumulative Effects Report Correspondence

6/13/11 Northwest Florida Water Management District Comment Letter
FDOT Response Letter to Northwest Florida Water Management District
6/13/11 Florida Fish and Wildlife Commission Comment Letter
FDOT Response Letter to Florida Fish and Wildlife Conservation Commission

6/21/11 National Marine Fisheries Service Comment Letter
FDOT Response Letter to National Marine Fisheries Service

Draft Environmental Impact Statement Review Comments

5/25/11 National Marine Fisheries Service Comment Letter
FDOT Response Letter to National Marine Fisheries Service
6/24/11 Northwest Florida Water Management District Comment Letter
FDOT Response Letter to Northwest Florida Water Management District
7/15/2011 US Corps of Engineers Comment Letter on DEIS, WER and ICE Report
7/28/11 US Coast Guard Comment Letter
FDOT Response Letter to US Coast Guard
3/26/13 US Coast Guard Reply to FDOT Response Letter
FDOT Second Response Letter to US Coast Guard

Cooperating Agency Emails on Review of DEIS

6/24/13 Correspondence from USCOE
6/26/13 Correspondence from USEPA
7/2/13 Correspondence from NMFS
7/2/13 Correspondence from USCG
7/2/13 Correspondence from USFWS

Floodplains Correspondence

7/2/13 Concurrence with Gulf County concerning 23 CRF 650
7/10/13 Concurrence with Bay County concerning 23 CRF 650

Intracoastal Waterway Canoe Trail Correspondence

5/23/12 Florida Department of Environmental Protection, Office of Greenways and
Trails E-mail

Coastal Zone Consistency Correspondence

**11/1/05 Florida Department of Environmental Protection Coastal
Zone Consistency Letter and Attachments**



Jeb Bush
Governor

Department of Environmental Protection

Marjory Stoneman Douglas Building
3900 Commonwealth Boulevard
Tallahassee, Florida 32399-3000

Colleen M. Castille
Secretary

November 1, 2005

RECEIVED
NOV 4 2005
Environmental Management

Ms. Blair L. Martin, P.E.
Assistant Environmental Management Engineer
Florida Department of Transportation
P. O. Box 607
Chipley, FL 32428-0607

RE: Department of Transportation – Advance Notification – Gulf Coast Parkway
PD&E Study, from U.S. 231 to U.S. 98, Financial Management No. 410981-2-
28-01 – Bay and Gulf Counties, Florida.
SAI # FL200509061486C

Dear Ms. Martin:

The Florida State Clearinghouse has coordinated the state's review of the above-referenced advance notification for a Project Development and Environment (PD&E) study. The study involves the proposed Gulf Coast Parkway, a new 35-mile, multi-lane facility that would connect U.S. 98 in Gulf County to U.S. 231 in Bay County. The PD&E study will evaluate alignment alternatives within the recommended corridor. Comments provided by reviewing agencies are enclosed and summarized below for your consideration in the preparation of the study.

The Florida Department of Environmental Protection (DEP) notes that the project area proposed in the advance notification includes the St. Andrews Bay watershed. St. Andrews Bay is a Florida Surface Water Improvement and Management (SWIM) priority waterbody, and is designated a Class II waterbody under Rule 62-302.400(12)(b), *Florida Administrative Code*. Potential direct impacts of the proposed project on water quality and wetlands resources are of particular concern to the DEP. In addition, the road will facilitate secondary development in rural areas, further exacerbating non-point source stormwater runoff. The proposed project should be designed and constructed to avoid adverse impacts to the quantity, quality and flow of groundwater and surface waters in the watershed. Please refer to the enclosed DEP memorandum for additional details.

Northwest Florida Water Management District (NFWFMD) staff notes that the indicated route intersects the St. Andrews Bay and St. Joseph Bay watersheds, which are Surface Water Improvement and Management (SWIM) priority waters of the water management district. An analysis of the potential direct, secondary, and cumulative impacts of

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Ms. Blair L. Martin, P.E.
November 1, 2005
Page 2 of 3

the transportation corridor on area wetlands, streams, and estuarine habitats, water quality, and hydrology should be performed. Due to their importance for hydrologic and habitat functions, isolated wetlands should be included within the analysis, along with jurisdictional wetlands. It is also recommended that alternative actions that would avoid or minimize impacts be considered and evaluated. Staff advises that mitigation for proposed wetland impacts must be coordinated with the NFWMD in accordance with Section 373.4137, *Florida Statutes*. Please refer to the enclosed NFWMD comments for further information.

The Florida Department of Community Affairs (DCA) has determined that the project is not inconsistent with DCA's authorities or the goals, objectives and policies of the Bay County and Gulf County comprehensive plans. The proposed project, however, is not currently addressed within those plans. Staff notes that although the roadway would improve hurricane evacuation and access to state roads in the region, the roadway improvement does not justify increased density and intensity of development in the Coastal High Hazard Area. The portions of the project located outside the urban service boundaries of Bay and Gulf Counties should not be considered an impetus to encourage future development in the rural area. DCA further recommends that the project not be advanced into the FDOT's Five Year Work Program until each comprehensive plan is amended to reflect the proposed roadway modification. Please refer to the enclosed DCA comments for further details.

The Florida Fish and Wildlife Conservation Commission (FWCC) states that the PD&E study should address impacts to listed species, and habitat loss and fragmentation for each potential alternative. Primary consideration should be given to alignments or other transportation routes that avoid, minimize, or mitigate impacts to fish and wildlife resources and their habitats. FWCC staff notes that improving the existing highway network would have far less impact on natural resources than development of a new corridor. Staff further notes that while this phase of the project may be found consistent, there are substantial fish and wildlife and habitat issues that must need to be addressed before the next phase of the project can proceed. The FWCC would prefer to identify and address difficult situations early in the process instead of at the final stages of the project. Please see the enclosed FWCC letter for further information.

The DEP, FWCC, and NFWMD are concerned that the corridor alignment was selected without meaningful interagency review and comment. Specifically, it is unclear why the project did not go through the Efficient Transportation Decision Making (ETDM) process. The ETDM process creates and fosters coordination between land use, transportation, and environmental resource planning through early, interactive agency involvement. The project, as proposed, appears to have progressed rapidly through preliminary decision-making phases without resource agency consultation or involvement. Immediate and continued coordination with state resource agencies to prevent potential disputes during subsequent phases of the project is strongly recommended. Please refer to the attached comments from DEP, FWC and

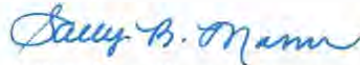
Ms. Blair L. Martin, P.E.
November 1, 2005
Page 3 of 3

NWFWMD (respectively) for details on the foregoing items, as well as additional recommendations regarding the environmental document that will be prepared for the proposed project.

Bay County Planning and Zoning Division staff notes that the proposed parkway will impact areas that serve as some of the last remaining foraging grounds in Florida for species such as the Florida black bear and red-cockaded woodpecker (RCW). In addition, Wettappo Creek is one of only two documented RCW population sites in Bay and Gulf Counties. Staff is particularly concerned about the Wettappo Creek crossing and locations south of Highway 22 due to the relatively undeveloped nature of those areas. The long-term impacts of the parkway on the area's sensitive ecosystems and rare organisms should be given special attention in the planning phase of the project. Please see the enclosed Bay County comments.

Thank you for the opportunity to review and comment on the subject advance notification. Based on the information contained in the notice and the enclosed state agency comments, the state has determined that the allocation of federal funds for the PD&E Study is consistent with the Florida Coastal Management Program (FCMP). The applicant must, however, address the concerns identified by the reviewing agencies. The state's continued concurrence with the project will be based, in part, on the adequate resolution of issues identified during this and subsequent reviews. The state's final concurrence of the project's consistency with the FCMP will be determined during the environmental permitting stage. Future environmental documents prepared for this project should be forwarded to the State Clearinghouse for interagency review. If you have any questions regarding this letter, please contact Ms. Lindy B. McDowell at (850) 245-2167.

Sincerely,



Sally B. Mann, Director
Office of Intergovernmental Programs

SBM/lbm
Enclosures

cc: Barbara Ruth, DEP, Northwest District
Duncan Cairns, NWFWMD
Mary Ann Poole, FWCC
Ray Eubanks, DCA
Terry Joseph, WFRPC



Florida

Department of Environmental Protection

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Categories

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Project Information	
Project:	FL200509061486C
Comments Due:	10/06/2005
Letter Due:	11/01/2005
Description:	DEPARTMENT OF TRANSPORTATION - ADVANCE NOTIFICATION - GULF COAST PARKWAY PD&E STUDY, FROM US 231 TO US 98, FINANCIAL MANAGEMENT NO. 410981-2-28-01 - BAY AND GULF COUNTIES, FLORIDA.
Keywords:	DOT - GULF COAST PARKWAY PD&E STUDY - BAY AND GULF CO.
CFDA #:	20.205
Agency Comments:	
WEST FLORIDA RPC - WEST FLORIDA REGIONAL PLANNING COUNCIL	
Please see Bay County's comments.	
APALACHEE RPC - APALACHEE REGIONAL PLANNING COUNCIL	
No Comments	
BAY - BAY COUNTY	
Bay County Planning and Zoning Division staff notes that the proposed parkway will impact areas that serve as some of the last remaining foraging grounds in Florida for species such as the Florida black bear and red-cockaded woodpecker (RCW). In addition, Wettappo Creek is one of only two documented RCW population sites in Bay and Gulf Counties. Staff are particularly concerned with the Wettappo Creek crossing and locations south of Highway 22 due to the relatively undeveloped nature of those areas. The long-term impacts of the parkway on the area's sensitive ecosystems and rare organisms should be given special attention in the planning phase of this project.	
GULF - GULF COUNTY	
No Comments	
OTTED - OFFICE OF TOURISM, TRADE AND ECONOMIC DEVELOPMENT	
NO COMMENT.	
COMMUNITY AFFAIRS - FLORIDA DEPARTMENT OF COMMUNITY AFFAIRS	
DCA has determined that the project is not inconsistent with the Florida Statutes or the goals, objectives and policies of the Bay County and Gulf County comprehensive plans. However, the proposed project is not currently addressed within those plans. Though the roadway would improve hurricane evacuation and access to state roads in the region, the roadway improvement does not justify a need for increased density and intensity of development in the Coastal High Hazard Area. The portion of the project located outside the urban service boundaries of Bay and Gulf Counties should not be considered an impetus to encourage future development in the rural area. The project should not be advanced into the FDOT's Five Year Work Program until each comprehensive plan is amended to reflect the proposed roadway modification.	
FISH and WILDLIFE COMMISSION - FLORIDA FISH AND WILDLIFE CONSERVATION COMMISSION	
During the PD&E study, potential alignments should address impacts to listed species, habitat loss and fragmentation, and focus on alignments or other transportation routes which avoid, minimize, or mitigate impacts to fish and wildlife resources and their habitat. An option which would have far less impact to natural resources would be to improve the existing highway network to satisfy the transportation need. We highly recommend that FDOT establish an interagency team comprised of both federal and state agencies to discuss and clarify the overall environmental issues before further planning and road design occurs. We are concerned that corridor selection has occurred without interagency review and comment. Continued development of plans and designs without close coordination or involvement of these agencies may result in difficulties permitting the project. The funding for the Gulf Coast Parkway PD&E Study is determined to be consistent with our authorities (Chapters 370 and 372, Florida Statutes) under the Florida Coastal Management Program. While this phase of the project is found to be consistent, there are substantial fish and wildlife and habitat issues that will need to be addressed before the next phase of the project can proceed. We would prefer to avoid difficult situations at the final stages of a project when they could be identified and addressed early in the process.	

STATE - FLORIDA DEPARTMENT OF STATE

No Comment/Consistent

ENVIRONMENTAL PROTECTION - FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION

DEP notes that the project area proposed in the Advance Notification includes the St. Andrews Bay watershed. St. Andrews Bay is a Florida Surface Water Improvement and Management (SWIM) priority waterbody, and is designated a Class II waterbody by Rule 62-302.400(12)(b), Florida Administrative Code (F.A.C.). Potential, direct impacts to water quality and wetlands resources are of particular concern. Because the road will facilitate secondary development in rural areas, further exacerbation of non-point source stormwater runoff is also of concern. The proposed project should not cause adverse impacts to the quantity, quality and flow of groundwater and surface waters in the watershed. Please see DEP comments for further information.

NORTHWEST FLORIDA WMD - NORTHWEST FLORIDA WATER MANAGEMENT DISTRICT

NWFWMD staff notes that the indicated route intersects the St. Andrews Bay and St. Joseph Bay watersheds, which are Surface Water Improvement and Management (SWIM) priority waters of the NWFWMD. An analysis of the potential direct, secondary, and cumulative impacts of the transportation corridor on area wetland, stream, and estuarine habitats, water quality, and hydrology should be performed. Due to their importance for hydrologic and habitat functions, isolated wetlands should be included within the analysis, along with jurisdictional wetlands. It is also recommended that alternative actions that would avoid or minimize impacts be considered and evaluated. Staff advises that mitigation for proposed wetland impacts must be coordinated with the NWFWMD in accordance with Section 373.4137, F.S.

For more information please contact the Clearinghouse Office at:

3900 COMMONWEALTH BOULEVARD MS-47
TALLAHASSEE, FLORIDA 32399-3000
TELEPHONE: (850) 245-2161
FAX: (850) 245-2190

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Memorandum

Florida Department of Environmental Protection

TO: Florida State Clearinghouse

FROM: Lindy McDowell, Environmental Manager
Office of Intergovernmental Programs

DATE: October 31, 2005

SUBJECT: Department of Transportation – Advance Notification – Gulf Coast Parkway
PD&E Study, from U.S. 231 to U.S. 98, Financial Management No. 410981-2-28-
01 – Bay and Gulf Counties, Florida
SAI # FL200509061486C

The Department has reviewed the above-referenced advance notification for a Project Development and Environment (PD&E) study. The study involves the proposed Gulf Coast Parkway, a new 35-mile, multi-lane facility that would connect U.S. 98 in Gulf County to U.S. 231 in Bay County. The PD&E study will evaluate alignment alternatives within the recommended corridor. In developing the PD&E study, the Department requests that the study thoroughly evaluate the issues of concern and recommendations discussed below.

The proposed project area encompasses several major creek systems, together with associated floodplains and wetland areas, and is hydrologically connected to East Bay. One of the largest and most productive estuaries in the state, East Bay is one of four distinct bays that comprise the St. Andrew Bay System. The West Florida Strategic Regional Policy Plan (SRPP) states that the recreational, ecological, and commercial impacts of the bay system on West Florida make it a regionally significant environmental resource. The estuary is designated a Class II waterbody by Rule 62-302.400(12)(b), *Florida Administrative Code (F.A.C.)*, and a significant portion of the bay has been conditionally approved for shellfish propagation and harvesting. The SRPP further notes that although the water quality of the bay is generally good, the effects of development, stormwater runoff, recreational overuse and industrial discharge or accidents are the greatest threats to the bay's water quality.¹ Further, St. Andrews Bay is a Florida Surface Water Improvement and Management (SWIM) priority waterbody.

The manner in which the proposed action would affect water quality in the St. Andrews Bay watershed is of concern to the Department. Non-point source stormwater runoff is of particular concern. In addition, the road will facilitate secondary development in rural areas, further exacerbating non-point source stormwater runoff. The proposed project should be designed and constructed to avoid adverse impacts to the quantity, quality and flow of groundwater and surface waters in the watershed. Stormwater treatment should be designed to maintain the natural pre-development hydro-period and water quality, as well as to protect the

¹ West Florida Regional Planning Council, WEST FLORIDA STRATEGIC REGIONAL POLICY PLAN IV-16 (Natural Resources of Regional Significance) (July 15, 1996).

Memorandum
SAI # FL200509061486C
Page 2 of 2

natural functions of the adjacent wetlands, floodplains and waterbodies. To that end, the Department requests that the draft environmental document include the following information:

- Identify and describe significant natural resources, particularly wetland and water resources, within potentially affected areas and the functional connections between watershed ecosystems, water quality, wildlife habitat, estuarine habitat, fisheries, etc.
- Identify how each proposed alternative will avoid and minimize natural resource impacts, maintain watershed functions and protect water quality. Minimization should emphasize avoidance-oriented corridor alignments; wetland fill reductions via steep or vertically retained side slopes; and median width reductions within safety limits.
- Evaluate potential direct, secondary and cumulative impacts that may occur to identified natural resources. The study should address the proposed corridor alignments and fully evaluate all environmental and economic impacts of any unavoidable wetland losses.
- Describe any mitigation concepts that may be proposed to offset unavoidable impacts to wetlands, water quality or other natural resources.
- Evaluate a "No Build" alternative.

The Department further notes that it is unclear why this project did not go through the Efficient Transportation Decision Making (ETDM) process. The ETDM process creates and fosters coordination between land use, transportation, and environmental resource planning through early, interactive agency involvement. The project, as proposed, appears to have progressed rapidly through preliminary decision-making phases without resource agency consultation or involvement. The Department would strongly recommend immediate and continued coordination with state resource agencies to prevent potential disputes during subsequent phases of the project.

We appreciate the opportunity to comment on the Advance Notification. We request that future draft environmental documents prepared for this project be forwarded to the State Clearinghouse for interagency review. Further evaluation(s) of the project will be conducted during the environmental documentation and permitting stages, and future consistency will be based in part on adequate consideration of comments offered in this and subsequent reviews. Please call Ms. Lindy B. McDowell at (850) 245-2167 if you have any questions or need additional information.

cc: Barbara Ruth, Northwest District

Wildlife and Habitat Correspondence

**5/18/11 US Fish and Wildlife Service Comments on Draft
Endangered Species Biological Assessment Report**

FDOT Response Letter to US Fish and Wildlife Service



IN REPLY REFER TO:

United States Department of the Interior

FISH AND WILDLIFE SERVICE

Field Office
1601 Balboa Avenue
Panama City, FL 32405-3721
Tel: (850) 769-0552
Fax: (850) 763-2177

May 18, 2011

Mr. Brandon Bruner
District Project Development Engineer
Florida Department of Transportation
Post Office Box 607
Chipley, Florida 32428-0607

Attn: Mr. Alan Vann

Re: FWS No. 2011-I-0304
Florida Department of Transportation
Gulf Coast Parkway PD&E Study
Endangered Species Biological Assessment
FPID #: 410981-2-28-01
Bay, Gulf, and Calhoun Counties, Florida

Dear Mr. Bruner:

Thank you for your letter to the Fish and Wildlife Service (Service) dated April 20, 2011, providing the above-referenced project reports for our review. You are also requesting concurrence with your determination of effects for resources protected under the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*). This response is provided in accordance with provisions of Section 7 of the Act.

The Federal Highway Administration (FHWA) and Florida Department of Transportation (FDOT) propose to construct a new roadway – the Gulf Coast Parkway (GCP) – connecting US 98 in Gulf County to US 231 and US 98 in Bay County, Florida. Five Alternatives (8, 14, 15, 17, and 19) and a No-Build Alternative are being studied during the Project, Design, and Environment (PD&E) phase of the project. The Wetlands Report, Indirect and Cumulative Effects Report, and draft Environmental Impact Statement (EIS) are being reviewed separately by the Service, a cooperating agency on the EIS. At this time, no preferred alternative has been identified.

The GCP is proposed as a four-lane divided roadway with both rural and urban sections. Within a 168-foot right-of-way (ROW), the typical urban section will include a 46-foot grassed median and the following in each direction: two 12-foot travel lanes; paved 4-foot inside and 6.5-foot outside shoulders; 5-foot sidewalks, and a closed curb-and-gutter drainage system with

FILE

stormwater treatment. The typical rural section has a 250-foot ROW and will include a 64-foot grassed median and the following in each direction: two 12-foot travel lanes; paved 2-foot inside and 5-foot outside shoulders; and open drainage swales. A 12-foot shared use path will be located on one side of the roadway. Length varies from approximately 28 to 33 miles. All build alternatives include high level bridges either over Wetappo Creek and the Intra-coastal Waterway (ICWW) (Alternatives 8, 14, and 15) or over East Bay (Alternatives 17 and 19). Initially, only two 12-foot lanes within either typical section will be constructed. Design speed is 50 mph for the urban sections and 65 mph for the rural roadway.

Endangered Species Biological Assessment

The FDOT has provided effect determinations for federally protected species, state protected species, and other species of concern, with potential conservation measures and commitments to avoid and minimize impacts to these species. The Service cannot concur with your effect determinations until the preferred alternative is selected and commitments for protection measures are finalized. During the Efficient Transportation Decision Making (ETDM) review, the Service identified all alignments of the GCP as a Potential Dispute for Wildlife and Habitat due to the high potential for significant direct, secondary, and cumulative effects to habitat for federally protected and other fish and wildlife species. In 2007, FDOT developed Action Plans to address the Potential Dispute. The following comments are to assist you in finalizing the Endangered Species Biological Assessment (ESBA) and resolving the Potential Dispute.

Gulf Sturgeon

As indicated in the ESBA, no Gulf sturgeon critical habitat has been designated within the GCP study area, including East Bay. However, Service biologists have noted the occasional occurrence of Gulf sturgeon within the St. Andrew Bay system. The Service recommends incorporating *Construction Protection Provisions Sturgeon Protection Guidelines* during bridge construction activities to assure impacts to the sturgeon are avoided and minimized to the greatest extent practicable (enclosed). Provided that these measures are included in the final EIS, the Service could concur that the proposed work may affect, but is not likely to adversely affect (NLAA) the Gulf sturgeon.

Eastern Indigo Snake

The Service could concur with your determination that the proposed work may affect, but is NLAA the Eastern indigo snake with incorporation of *Standard Protection Measures for the Eastern Indigo Snake* during construction (enclosed).

Reticulated Flatwoods Salamander

The ESBA uses a Phase I desktop habitat evaluation model to identify potential flatwoods salamander breeding ponds across the five alternatives. The report separates involvement into direct (within the alignment) and indirect (within 1,500 feet of the alignment) impacts to breeding ponds. As you are aware, habitat for the reticulated flatwoods salamander has three components: the breeding pond, ecotone, and upland. Upland habitat extends up to 1,500 feet from the edge of a breeding pond. Therefore, upland habitat for the flatwoods salamander could be directly impacted if suitable ponds are located within 1,500 feet of the alignment.

Potential breeding ponds are identified for all five alternatives. While the ESBA notes overall poor flatwoods salamander habitat conditions during limited wetlands surveys, more detailed information is needed before the Service can provide concurrence with your determination. We recommend completing a Phase II field evaluation of all potential ponds once a preferred alternative is selected. Your effect determination should be based the Phase II evaluation. Score sheets, aerial maps, and site photos should be provided to the Service to assist in our review.

Nesting Sea Turtles, Piping Plover, Choctawhatchee Beach Mouse and St. Andrew Beach Mouse
The Service has regulatory responsibility for nesting sea turtles (loggerhead, green, leatherback, and Kemp's ridley) while on land in Gulf and Bay counties. Effects on the five species of sea turtles in-water should be coordinated with the National Oceanic and Atmospheric Administration (NOAA), Southeast Regional Office, 9721 Executive Center Drive North, St. Petersburg, Florida 33702 (Tel: 727/570-5517).

One purpose of the GCP is to enhance economic development and provide direct access to tourist destinations in south Gulf County. While the proposed alternatives do not directly impact coastal beaches, they may indirectly and cumulatively affect coastal threatened and endangered species by encouraging development and increasing recreational use of coastal resources. The GCP Indirect and Cumulative Effects Report shows no impact from the Build Alternatives and 501 acres of coastal impacts from the No Build Alternative. It seems unlikely that the Build Alternatives – as a major new coastal connector – would have no effect on coastal growth. For example, one area of forecasted growth located west of Mexico Beach extends from US 98 to Alternative Alignments 17 and 19, suggesting an influence on that location's growth. It appears that all potential alternatives may have a role in facilitating growth and associated habitat losses. Increased tourism with added recreational use of Shell Island, Crooked Island, and East Crooked Island may also adversely affect listed species.

These potential indirect effects should be considered in the ESBA for coastal species including sea turtles, wintering piping plover, the Choctawhatchee beach mouse, and St. Andrew beach mouse. In consideration of the potential risk of secondary effects impacting coastal habitat, it is unlikely that the proposed project has No Effect on the Choctawhatchee beach mouse and St. Andrew beach mouse. Table 8.2 indicates a No Effect determination for the piping plover. This should be corrected to be consistent with text that concludes the project may affect, but is NLAA the piping plover.

The ESBA provides a potential commitment to "use sea turtle-friendly lighting strategies on bridges, if deemed necessary". It's unclear if lighting is being planned for other typical sections of the roadway. New lighting associated with the alternatives may indirectly affect nesting sea turtles and other coastal species by adding sky glow visible from the shore, even when the alternatives are not immediately adjacent to the beach. Features such as full cut-off fixtures with HPS lamps can be very effective in reducing sky glow from nearby connector roads. To avoid and minimize impacts to sea turtles and other coastal wildlife, we recommend a commitment to either add no new roadway lighting where it previously does not exist, or to work with the

Service to develop a wildlife-friendly lighting plan for any roadway lights potentially visible from the beach.

West Indian Manatee

The Service could concur with your determination that the proposed work may affect, but is NLAA the West Indian manatee with incorporation of *Standard Manatee Conditions for In-water Work* for bridge construction (enclosed).

Red-cockaded Woodpecker

Additional information is needed before the Service can concur with your effect determination for the red-cockaded woodpecker (RCW). This information could be provided once a preferred alternative is selected. The ESBA evaluation is based on a desktop analysis of two known populations at the Wetappo Creek Conservation Area (Wetappo) and Lathrop Bayou Tract (Lathrop), and their proximity to the proposed alternatives. However, additional habitat for RCW may be present within the alternatives' footprint. Indirect effects of the roadway also should be assessed. Indirect effects may include a reduced ability to manage existing RCW tracts by prescribed burning and a loss of habitat connectivity between the two known populations.

As indicated in our 2007 ETDM comments, field surveys for RCW nesting and foraging habitat should be done wherever suitable habitat is present. Aerial photography and coordination with landowners could assist in determining whether suitable habitat is present. Suitable nesting habitat is defined as pine, pine/hardwood, and hardwood/pine stands that contain pines 60 years in age or older. Suitable foraging habitat is defined as a pine or pine/hardwood stands of forest, woodland, or savannah in which 50 percent or more of the dominant trees are pines and the dominant pine trees are generally 30 years in age or older. If no suitable nesting or foraging habitat is present within the project impact area, then the project will have no direct effects to the RCW. If no suitable nesting habitat is present within the project impact area, but suitable foraging habitat is present and will be impacted, potential use of this foraging habitat by groups outside the project boundaries must be determined. This is done by identifying any potential nesting habitat within 0.5 mile of the suitable foraging habitat that would be impacted by the project. Any potential nesting habitat is then surveyed for cavity trees. If no active clusters are found, then the project will not directly affect the RCW. If one or more active clusters are found, a foraging habitat analysis is conducted to determine whether sufficient amounts of foraging habitat will remain for each group post-project. More detail on the RCW survey protocol is available in Appendix 4 of the recovery plan for the red-cockaded woodpecker.

In our 2007 ETDM comments, the Service indicated one long-term regional goal was to provide habitat connectivity between the two RCW populations at Wetappo and Lathrop. The 2007 FDOT Dispute Resolution Wildlife and Habitat Action Plan stated the analysis of potential impacts on listed species and habitats would include an evaluation of the connectivity between related populations and the potential for fragmentation of habitats. This analysis should be included in the ESBA for RCW. Only Alternatives 17 and 19 avoid fragmenting the habitat corridors between the Wetappo and Lathrop tracts. For the remaining alternatives, mitigation measures should be considered to protect habitat along the Wetappo Creek and Little Sandy Creek riparian corridors.

Listed Plants

Preliminary plant surveys identified three listed plant species associated with the Alternative Alignments and their 300-foot Buffer: white birds-in-a-nest (*Machridea alba*)(Alternative Alignments 8/14/15), Godfrey's butterwort (*Pinguicula ionantha*)(Alternative Alignments 8/17 Buffer), and Florida skullcap (*Scutellaria floridana*)(Alternative Alignments 8/14/15 and Buffers). As indicated in the ESBA, additional seasonally-appropriate surveys for listed plants may be warranted for the preferred alternative. The Service agrees that additional comprehensive plant surveys are needed once the preferred alternative has been selected. Results should be provided in a report with maps that gives the methodology used, calendar date of surveys, plant locations, number of plants observed, and location of survey transects. The secondary and cumulative impacts to federally protected and other rare plants should also be assessed. Future growth target areas identified by the Delphi Group along Wetappo Creek could impact locations known to provide habitat for the 21 most imperiled plants in Northwest Florida. Consideration should be given to protecting these important areas for plants as you begin mitigation planning for this project. Strategic mitigation can be an effective tool in addressing the direct, indirect, and cumulative effects of a new roadway in a watershed with minimal development impacts.

The Service recommends modifying the plant conservation measure to read: "Impacts to listed plants should be avoided and minimized to the extent practicable". If the project has unavoidable impacts to listed plants, section 7(a)(2) of the Act requires federal agencies to formally consult with the Service to ensure that actions they authorize, fund, or carry out do not jeopardize the continued existence of threatened and endangered species.

Panama City Crayfish

The Service considers the state-listed Panama City crayfish (PCC) to be a "species of special concern." While this designation provides no regulatory protection under the Act, the Service is currently reviewing a petition for listing the PCC. Habitat loss and degradation are considered the greatest threats to its future survival. Our office is working in partnership with the Florida Fish and Wildlife Conservation Commission (FWC) and a private landowner on a Candidate Conservation Agreement with Assurances (CCAA) to protect and manage habitat for the PCC. Measures to protect the PCC and proactively address threats may help avoid the need for future federal listing.

The ESBA estimates that the western portion of all five alternatives may impact 124.3 acres of PCC core and secondary soils. FWC data identified multiple PCC occurrences along Star Avenue and Tram Road, locations known for their high density of PCC. You have indicated that coordination will take place with the FWC and site-specific surveys will likely be required for the preferred alternative. Your conclusion that the proposed project may affect, but is NLAA the PCC is not supported by the information provided in the ESBA. The draft Panama City Crayfish Management Plan (2007) indicates that an FWC Incidental Take Permit will be needed for activities that result in take of the PCC or its habitat. To address the potential direct and indirect habitat losses consistent with the draft plan, mitigation for loss of PCC habitat should be provided at a ratio that demonstrates a net benefit to the species. For example, mitigation at a

Mr. Brandon Bruner

6

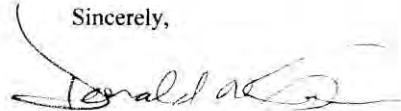
ratio of 2:1 where one acre of PCC habitat loss is offset with two acres of PCC habitat restored, would provide an overall benefit to the species.

Wood Stork

The FDOT has determined that the proposed alternatives will have "no effect" on the wood stork. However, the ESBA indicates that there is potential wood stork habitat within the GCP study area. While the nearest nesting colonies are in Leon County, Florida, wood storks may occur wherever suitable habitat is present. They sometimes forage and roost well beyond known nesting locations. For example, wood storks are routinely sighted on Northwest Florida Water Management District's wetland restoration sites in Washington and Santa Rosa counties. Since occurrences are rare in Gulf and Bay counties, the effects of the work are likely to be insignificant (too small to measure) and discountable (extremely unlikely to occur). Therefore, the Service could concur with a determination that the proposed alternatives may affect, but are NLAA the wood stork.

We appreciate the opportunity to provide comments. We look forward to working with you as we continue informal consultation on this project. Please contact Ms. Mary Mittiga (ext. 236) if you have any questions or comments.

Sincerely,



Dr. Donald W. Imm
Project Leader

Literature Cited

Florida Fish and Wildlife Conservation Commission. 2007 draft. Draft Panama City Crayfish Management Plan, Draft 2. Tallahassee, Florida. 50 pp. and appendices.

Enclosures:

Sturgeon Protection Guidelines
Standard Protection Measures for the Eastern Indigo Snake
Standard Manatee Conditions for In-water Work

cc: (without enclosures)

ACOE, Cocoa, FL (Andrew Phillips)
ACOE, Jacksonville, FL (Randy Turner)
FWCC, Tallahassee, FL (Scott Sanders, Ted Hoehn)
FWCC, Panama City, FL (John Himes)
NMFS, St. Petersburg, FL (Dave Rydene)

STANDARD MANATEE CONDITIONS FOR IN-WATER WORK
2011

The permittee shall comply with the following conditions intended to protect manatees from direct project effects:

- a. All personnel associated with the project shall be instructed about the presence of manatees and manatee speed zones, and the need to avoid collisions with and injury to manatees. The permittee shall advise all construction personnel that there are civil and criminal penalties for harming, harassing, or killing manatees which are protected under the Marine Mammal Protection Act, the Endangered Species Act, and the Florida Manatee Sanctuary Act.
- b. All vessels associated with the construction project shall operate at "Idle Speed/No Wake" at all times while in the immediate area and while in water where the draft of the vessel provides less than a four-foot clearance from the bottom. All vessels will follow routes of deep water whenever possible.
- c. Siltation or turbidity barriers shall be made of material in which manatees cannot become entangled, shall be properly secured, and shall be regularly monitored to avoid manatee entanglement or entrapment. Barriers must not impede manatee movement.
- d. All on-site project personnel are responsible for observing water-related activities for the presence of manatee(s). All in-water operations, including vessels, must be shutdown if a manatee(s) comes within 50 feet of the operation. Activities will not resume until the manatee(s) has moved beyond the 50-foot radius of the project operation, or until 30 minutes elapses if the manatee(s) has not reappeared within 50 feet of the operation. Animals must not be herded away or harassed into leaving.
- e. Any collision with or injury to a manatee shall be reported immediately to the Florida Fish and Wildlife Conservation Commission (FWC) Hotline at 1-888-404-3922. Collision and/or injury should also be reported to the U.S. Fish and Wildlife Service in Jacksonville (1-904-731-3336) for north Florida or in Vero Beach (1-772-562-3909) for south Florida, and emailed to FWC at ImperiledSpecies@myFWC.com.
- f. Temporary signs concerning manatees shall be posted prior to and during all in-water project activities. All signs are to be removed by the permittee upon completion of the project. Temporary signs that have already been approved for this use by the FWC must be used. One sign which reads *Caution: Boaters* must be posted. A second sign measuring at least 8½" by 11" explaining the requirements for "Idle Speed/No Wake" and the shut down of in-water operations must be posted in a location prominently visible to all personnel engaged in water-related activities. These signs can be viewed at http://www.myfwc.com/WILDLIFEHABITATS/manatee_sign_vendors.htm. Questions concerning these signs can be forwarded to the email address listed above.

STANDARD PROTECTION MEASURES FOR THE EASTERN INDIGO SNAKE

1. An eastern indigo snake protection/education plan shall be developed by the applicant or requestor for all construction personnel to follow. The plan shall be provided to the Service for review and approval at least 30 days prior to any clearing activities. The educational materials for the plan may consist of a combination of posters, videos, pamphlets, and lectures (*e.g.*, an observer trained to identify eastern indigo snakes could use the protection/education plan to instruct construction personnel before any clearing activities occur). Informational signs should be posted throughout the construction site and along any proposed access road to contain the following information:
 - a. a description of the eastern indigo snake, its habits, and protection under Federal Law;
 - b. instructions not to injure, harm, harass or kill this species;
 - c. directions to cease clearing activities and allow the eastern indigo snake sufficient time to move away from the site on its own before resuming clearing; and,
 - d. telephone numbers of pertinent agencies to be contacted if a dead eastern indigo snake is encountered. The dead specimen should be thoroughly soaked in water and then frozen.
2. If not currently authorized through an Incidental Take Statement in association with a Biological Opinion, only individuals who have been either authorized by a section 10(a)(1)(A) permit issued by the Service, or by the State of Florida through the Florida Fish Wildlife Conservation Commission (FWC) for such activities, are permitted to come in contact with an eastern indigo snake.
3. An eastern indigo snake monitoring report must be submitted to the appropriate Florida Field Office within 60 days of the conclusion of clearing phases. The report should be submitted whether or not eastern indigo snakes are observed. The report should contain the following information:
 - a. any sightings of eastern indigo snakes and
 - b. other obligations required by the Florida Fish and Wildlife Conservation Commission, as stipulated in the permit.

Revised February 12, 2004

CONSTRUCTION SPECIAL PROVISIONS
STURGEON PROTECTION GUIDELINES
(PURSUANT TO NMFS AND USFWS)

The shortnose sturgeon (*Acipenser brevirostrum*) and the gulf sturgeon (*A. oxyrinchus desotoi*) are listed under the Endangered Species Act as endangered and threatened, respectively. These species are under the jurisdiction of the National Marine Fisheries Service (NMFS) and the U.S. Fish and Wildlife Service (USFWS). Potential habitat for the gulf sturgeon is located within the limits of this project.

The following special provisions will be incorporated into any construction contract where involvement with sturgeon may occur:

The FDOT has coordinated with the NMFS and USFWS early in the project development stage. The following provisions are intended to avoid/ protect known spawning habitats, nursery areas, feeding areas and thermal refuges.

1. The Florida Department of Transportation (FDOT) shall advise all FDOT project personnel and Contractor personnel on the project that there are civil and criminal penalties for harming, harassing or killing sturgeon, which are protected under the Endangered Species Act of 1973. The FDOT and the Contractor will be held responsible for any sturgeon harmed, harassed, or killed as a result of the project activity.
2. The FDOT shall provide information to all FDOT and Contract personnel for identification of sturgeon.
3. No dredging of the river bottom will be conducted for barge access.
4. Drilled shaft pile construction will be used whenever prudent and feasible as determined by FDOT.
5. Care shall be taken in lowering equipment or material below the water surface and into the stream bed. These precautions will be taken to ensure no harm occurs to any sturgeon which may enter the construction area undetected.
6. If the use of explosives is necessary, the following protection measures will be employed for projects in FDOT's District 3.

In riverine areas:

- No blasting will occur in known spawning, staging, feeding, or nursery areas.
- In-water explosive work should be avoided between the months of April to October.
- If explosive work becomes necessary within the April to October time frame, a non-lethal "Fish Scare" charge will be detonated one minute prior to detonation of the underwater blast.

In estuarine areas:

- No blasting will occur in known spawning, staging, feeding, or nursery areas.
- In-water explosive work should be avoided between the months of October to April.
- If explosive work becomes necessary within the October to April time frame, a non-lethal "Fish Scare" charge will be detonated one minute prior to detonation of the underwater blast.



Florida Department of Transportation

RICK SCOTT
GOVERNOR

1074 Highway 90
Chipley, Florida 32428

OFFICE OF THE
SECRETARY

Dr. Donald W. Imm
US Fish and Wildlife Service
1601 Balboa Avenue
Panama City, Florida 32405-3721

Re: Re: Gulf Coast Parkway
FPID #: 410981-2-28-01
County: Bay, Calhoun and Gulf
Endangered Species Biological Assessment Report

Dear Dr. Imm

Thank you for your comments on the Endangered Species Biological Assessment Report (ESBAR) for the above referenced project. The Service (USFWS) has indicated that they cannot concur with our effect determinations until the preferred alignment is selected and commitments for protection measures are finalized and submitted comments to assist in finalizing the ESBAR and resolving the Potential Dispute.

The following presents our proposed responses to those comments:

General Comments

Comment: As indicated in the ESBA, no gulf sturgeon critical habitat has been designated within the GCP study area, including East Bay. However, the Service biologists have noted the occasional occurrence of Gulf sturgeon within the St. Andrew Bay system. The Service recommends incorporating *Construction Special Provisions Sturgeon Protection Guidelines* during construction activities to assure impacts to the Gulf sturgeon are avoided and minimized to the greatest extent practical (enclosed). Provided that these measures are included in the final EIS, the Service could concur that the proposed work may affect, but is not likely to adversely affect (NLAA) the Gulf sturgeon.

Response: The ESBAR and DEIS will be revised to include text amendments to include a commitment to incorporating *Construction Special Provisions Sturgeon Protection Guidelines* and to modify the finding to MANLAA.

Comment: The Service could concur with your determination that the proposed work may affect, but is NLAA the Eastern indigo snake with incorporation of *Standard Protection Measures for the Eastern Indigo Snake* during construction.

Response: A commitment to include the *Standard Protection Measures for the Eastern Indigo Snake* during construction will be provided in the ESBAR and DEIS.

Comment: The ESBA uses a Phase I desktop habitat evaluation model to identify potential flatwoods salamander breeding pond across the five alternatives. The report separates involvement into direct (within the alignment) and indirect (within 1,500 feet of the alignment) impacts to breeding ponds. As you are aware, habitat for the reticulated flatwoods salamander has three components: the breeding pond, ecotone, and upland. Upland habitat extends up to 1,500 feet from the edge of a breeding pond. Therefore, upland habitat for the flatwoods salamander could be directly impacted if suitable ponds are located within 1,500 of the alignment. Potential breeding ponds are identified for all five alternatives. While the ESBA notes overall poor flatwoods salamander habitat conditions during limited wetlands surveys, more detailed information is needed before the Service can provide concurrence with your determination. We recommend completing a Phase II field evaluation of all potential ponds once a preferred alternative is selected. Your effect determination should be based on the Phase II evaluation. Score sheets, aerial maps, and site photos should be provided to the Service to assist in our review.

Response: Given the number of corridors and alignments considered and assessed for this project, along with the length of each typical alternative, e.g. ± 30 miles, RFS assessments using the HDR method were limited to Phase I for all potential ponds within 1,500 feet of said alternatives. In light of this, FDOT agrees to conduct a Phase II RFS field evaluation for a representative sample of potential ponds within 1,500 feet of the preferred alternative during design and permitting. A re-assessment of the determination of effect for the preferred alternative will be based on the results of the Phase II field evaluation and has been added as a commitment in the ESBA. FDOT's determination of effect for the RFS – as it relates to the project itself – has been changed in the ESBA to “MANLAA”.

Comment: The Service has regulatory responsibility for nesting sea turtles (loggerhead, green, leatherback, and Kemp's ridley) while on land in Gulf and Bay counties. Effects on the five species of sea turtles in-water should be coordinated with the National Oceanic and Atmospheric Administration (NOAA).

One purpose of the GCP is to enhance economic development and provide direct access to tourist destinations in south Gulf County. While the proposed alternatives do not directly impact coastal beaches, they may indirectly and cumulatively affect coastal threatened and endangered species by encouraging development and increasing recreational use of coastal resources. The GCP Indirect and Cumulative Effects Report shows no impact from the Build Alternatives and 501 acres of coastal impacts from the No Build Alternative. It seems unlikely that the Build Alternatives – as a major new coastal connector – would have no effect on coastal growth. For example, one area of forecasted growth located west of Mexico Beach extends from US 98 to Alternative Alignments 17 and 19, suggesting an influence on that location's growth. It appears that all potential alternatives may have a role in facilitating growth and associated habitat losses. Increased tourism with added recreational use of Shell Island, Crooked Island, and East Crooked Island may also adversely affect listed species.

These potential indirect effects should be considered in the ESBA for coastal species including sea turtles, wintering piping plover, the Choctawhatchee beach mouse, and St. Andrews beach mouse. In consideration of the potential risk of secondary effects impacting coastal habitat, it is unlikely that the proposed project has No Effect on the Choctawhatchee beach mouse and St. Andrew beach mouse. Table 8.2 indicates a No Effect determination for the piping plover. This should be corrected to be consistent with text that concludes the project may affect, but is NLAA the piping plover.

The ESBA provides a potential commitment to “use sea-turtle friendly lighting strategies on bridges, if deemed necessary”. It’s unclear if lighting is being planned for other typical sections of the roadway. New lighting associated with the alternatives may indirectly affect nesting sea turtles and other coastal species by adding sky glow visible from the shore, even when the alternatives are not immediately adjacent to the beach. Features such as full cut-off fixtures with HPS lamps can be very effective in reducing sky glow from nearby connector roads. To avoid and minimize impacts to sea turtles and other coastal wildlife, we recommend a commitment to either add no new roadway lighting where it previously does not exist, or to work with the Service to develop a wildlife-friendly lighting plan for any roadway lights potentially visible from the beach.

Response: The effects of the project on sea turtles in-water will be coordinated with NOAA.

As stated in the ESBAR: Potential habitat for beach mice is located south of US 98. The proposed southern termini for all Alternative Alignments are located north of US 98. None of the Alternative Alignments (proposed right-of-way and associated 300-foot buffers) will involve beach mice, potential habitat, or critical habitat. While platted developments located within the study area contain potential beach mouse habitat, each has existing conservation plans to address potential impacts (See ICE Report in EIS). Therefore, FDOT concludes that the subject project will have no effect on either the federally-endangered Choctawhatchee beach mouse or the St. Andrews beach mouse.

The effects on the beach mouse habitat shown in the ICE Report were in error. The 501 acres should have been 53.8 acres. The 53.8 acres of habitat impacts are from the Bon Fire and WindMark developments. These developments already have mitigation plans established.

There is no need to update Table 8.2 since piping plover is MANLAA for Alternatives 17 and 19 only. This, therefore, results in an overall determination of effect of MANLAA.

FDOT will commit to working with USFWS on a wildlife-friendly lighting plan in the event lighting becomes a part of the project during design.

Comment: The Service could concur with your determination that the proposed work may affect, but is not a NLAA the West Indian manatee with incorporation of *Standard Manatee Conditions for In-water Work* for bridge construction.

Response: The *Standard Manatee Conditions for In-water Work* have been incorporated into the ESBAR and DEIS.

Comment: Additional information is needed before the service can concur with your effect determination for the red-cockaded woodpecker (RCW). This information could be provided once a preferred alternative is selected. The ESBA evaluation is based on a desktop analysis of two known populations at the Wetappo Creek Conservation Area (Wetappo) and Lathrop Bayou Track (Lathrop), and their proximity to the proposed alternatives. However, additional habitat for RCW may be present within the alternatives’ footprint. Indirect effects of the roadway also should be assessed. Indirect effects may include a reduced ability to manage existing RCW tracts by prescribed burning and a loss of habitat connectivity between the two known populations.

As indicated in our 2007 ETDM comments, field surveys for RCW nesting and foraging habitat should be done wherever suitable habitat is present. Aerial photography and coordination with landowners could assist in determining whether suitable habitat is present. Suitable nesting habitat is defined as pine, pine/hardwood, and hardwood/pine stands that contain pines 60 years in age or older. Suitable foraging habitat is defined as a pine or pine/hardwood stands of forest, woodland, or savannah in which 50 percent or more of the dominant trees are pines and the dominant pine trees are generally 30 years in age or older. If no suitable nesting habitat is present within the project impact area, but suitable foraging habitat is present and will be impacted, potential use of this foraging habitat by groups outside the project boundaries must be determined. This is done by identifying any potential nesting habitat within 0.5 mile of the suitable foraging habitat that would be impacted by the project. Any potential nesting habitat is then surveyed for cavity trees. If no active clusters are found, then the project will not directly affect the RCW. If one or more active clusters are found, a foraging habitat analysis is conducted to determine whether sufficient amounts of foraging habitat will remain for each group post-project. More detail on the RCW survey protocol is available in Appendix 4 of the recovery plan for the red-cockaded woodpecker.

In our 2007 ETDM comments, the Service indicated one long-term goal was to provide habitat connectivity between the two RCW populations at Wetappo and Lathrop. The 2007 FDOT Dispute Resolution Wildlife and Habitat Action Plan stated the analysis of potential impacts on listed species and habitats would include an evaluation of the connectivity between related populations and the potential for fragmentation of habitats. This analysis should be included in the ESBA for RCW. Only Alternatives 17 and 19 avoid fragmenting the habitat corridors between the Wetappo and Lathrop tracts. For the remaining alternatives, mitigation measures should be considered to protect habitat along the Wetappo Creek and Little Sandy Creek riparian corridors.

Response:

RCW habitat evaluations were centered on aerial photo interpretation of known populations and their proximity to Alternative Alignments. Habitat conditions proximal to known RCW populations were noted during field surveys for wetlands and other listed species. Specific field surveys for RCWs or cavity trees were not conducted.

Two RCW populations are associated with the GCP study area: Lathrop Bayou Management Area (LBMA) is being protected and enhanced by Bureau of Land Management (BLM) and The St. Joe Company where a small population of RCWs is located on Raffield Island. LBMA is located at the east end of East Bay, between two GCP Alternative Alignments (17/19 and 8/14/15) and includes 539 acres of late-successional, longleaf pine flatwoods. Approximately 22 cavity trees have been identified in a cluster on Raffield Island with a total of five birds banded as of December 2002. Alternative Alignments 17/19 are located approximately 6,000' west of the LBMA RCW cluster. The Wetappo Creek Conservation Area (WCCA) is located on St. Joe property in north Gulf County, just west of Wewahitchka, off of SR 22. WCCA comprises approximately 1,500 acres of late-successional longleaf pine habitat and currently supports eight RCW clusters (population goal of 10 active clusters) (St. Joe 2007). Alternative Alignments 8/14/15 are located approximately 1 mile (5,280') west of the WCCA. The LBMA and WCCA RCW populations are threatened by small numbers of birds and genetic isolation. Plans to translocate birds from other RCW populations to

improve genetic diversity in both populations are included in the overall management plan for both properties (United States Department of Interior {USDOI}, 2003). Publically-available data does not indicate the presence of any other RCW groups other than the Wetappo Creek and Lathrop Bayou clusters.

In addition to these two RCW populations, two documented historic RCW cavity trees/ clusters (circa 1980) were identified by FNAI along SR 22 in Gulf County in the vicinity of Oliver's Creek near the junction of Alternative Alignments 17/19 and 8/14/15. Limited reconnaissance along this section of SR 22 along with desktop analyses indicated that these cavity trees are no longer present as the habitat is dominated by various planted pine stands approximately 10-25 years old.

RCW habitat typically consists of contiguous stands of longleaf, loblolly, slash, and/or pond pine ranging in age between 30-120 years old. Younger stands provide foraging habitat while older stands serve as potential sources of cavity trees. RCW clusters (aggregation of cavity trees) generally comprise about 10 acres. Associated foraging habitat to support RCW groups is contained within an adjacent area extending to 0.5 mile with most foraging habitat preferably found within 0.25 mile of the cluster (USFWS 2003). Extensive forested tracts characterized by planted pine stands dominate the landscape adjacent to the WCCA. LBMA is surrounded by East Bay on three sides and is adjacent to planted pine stands similar to those described above along its southeastern border. These planted pine stands are generally 10-25 years old and are overburdened with midstory shrubs which, results in a vegetation structure unfavorable to RCWs. Alternative Alignments are located well beyond the 0.5-mile RCW foraging territory boundary.

USFWS concerns about the potential for the Gulf Coast Parkway to fragment habitat that separates these two RCW populations have been considered. The St. Joe Company-BLM Memorandum of Understanding (MOU) addresses the management of both RCW populations. Nothing in the MOU indicates that these two populations are "connected". In fact, the Lathrop Bayou and Wetappo Creek RCW populations are located approximately eight miles (8) from each other. None of the alternatives would have an effect on the management of either RCW nesting and/or foraging habitat for both the Wetappo Creek or Lathrop Bayou RCW populations. In addition, the land between these two populations is predominantly forested (planted pine 10-25 years old – technically not even foraging habitat) and primarily, if not entirely, privately owned. While private landowners may choose to manage their land to benefit listed species, e.g., RCWs, they are not required to do so. Based on habitat conditions in the study area and biological requirements of the species, i.e., foraging territories extend out 0.5 mile from a cluster, potential direct or other effects related to "fragmentation" are not anticipated.

FDOT submits that an adequate assessment of the habitat conditions associated with alternative alignments and the overall habitat context of the study area has been conducted. In light of these findings, FDOT concludes that the subject project will have no effect on the federally-endangered RCW.

Comment: Preliminary plant surveys identified three listed plant species associated with the alternative Alignments and their 300-foot buffer: white birds-in-a-nest (*Macbridea Alba*) (Alternative 8/14/15), Godfrey's butterwort (*Pinguicula ionantha*) (Alternatives 8/17 buffer), and Florida skullcap (*Scutellaria floridana*) (Alternatives 8/14/15 and buffers). As indicated in the ESBA, additional seasonally-appropriate surveys for listed plants may be warranted for the preferred alternative. The Service agrees that additional comprehensive surveys are needed once the preferred alternative has been selected. Results should be provided in a report with maps that gives the methodology used, calendar date of surveys, plant locations, number of plants observed, and location of survey transects. The secondary and cumulative impacts to federally protected and other rare plants should also be assessed. Future growth target areas identified by the Delphi Group along Wetappo Creek could impact locations known to provide habitat for the 21 most imperiled plants in Northwest Florida. Consideration should be given to protecting these important areas for plants as you begin mitigation planning for this project. Strategic mitigation can be an effective tool in addressing the direct, indirect, and cumulative effects of a new roadway in a watershed with minimal development impacts.

The Service recommends modifying the plant conservation measure to read: "Impacts to listed plants should be avoided and minimized to the extent practicable". If the project has unavoidable impacts to listed plants, Section 7(a)(2) of the Act requires federal agencies to formally consult with the Service to ensure that actions they authorize, fund, or carry out do not jeopardize the continued existence of threatened and endangered species.

Response: A 2001 report by The Nature Conservancy (TNC) and Florida Natural Areas Inventory (FNAI) identified 21 plant species in northwest Florida, that in their opinion, are in need of protection due to being rare and in danger of being extirpated due to being on private lands. Shapefiles were provided with the report that identified three areas on private lands in the study area that support rare communities including: Ridges of Gulf County (9,825 acres); Wetappo Creek South (3,543 acres), and Sandy Creek Bogs (6,998 acres). As described in the ESBA, the initial desktop evaluation included data from the most current FNAI report (2007) for the area. As the PD&E study progressed and field surveys were conducted across various alignments, proposed alignment footprints changed several times to address a variety of different potential impacts including those to listed species actually observed in the field. The results of the data synthesis and field reconnaissance indicated that listed plant species occurrences within the respective alignments and buffers and potential involvement was minimal.

The above referenced areas harboring rare plant communities were avoided to the greatest extent practicable during the PD&E stage of this project. The Ridges of Gulf County has been completely avoided. The majority of potential involvement with Sandy Creek Bogs and Wetappo Creek South are associated with existing paved highways, SR 22 and CR 386, respectively. Of the "21 most imperiled species" identified by FNAI and TNC, only 4 species are located within the "3 Rare Plant Areas" and 3 of these species are state listed (*Aster spinulosus* – currently *Eurybia spinulosus*, *Eriocaulon nigrobractatum*, and *Xyris isoetifolia*). The only federally-listed plant is Florida skullcap, which is found 4 miles east of Alternative Alignment 8/14/15. The "TNC-FNAI 21 species report" was developed at a coarse scale for the entire panhandle (Jefferson County to Alabama). Surveys conducted by project biologists were more current and thorough, as was the project-specific FNAI Report.

As is the case with all FDOT projects, listed and even rare (un-listed species) will be avoided and impacts minimized to the extent practicable. Depending on the alternative selected, it is

possible that there may be very minimal involvement with the areas identified as having rare species. Once a preferred alternative is selected supplemental seasonal surveys are anticipated to determine accurate and current impacts to listed species.

The plant conservation measure in the ESBA has been modified as requested.

Comment: The Service considers the state-listed Panama City crayfish (PCC) to be a “species of special concern”. While this designation provides no regulatory protection under the Act, the Service is currently reviewing a petition for listing the PCC. Habitat loss and degradation are considered the greatest threats to its future survival. Our office is working in partnership with the FFWCC and a private landowner on a Candidate Conservation Agreement with Assurances (CCAA) to protect and manage habitat for the PCC. Measures to protect the PCC and proactively address threats may help avoid the need for future federal listing.

The ESBA estimates that the western portion of all five alternatives may impact 124.3 acres of PCC core and secondary soils. FWC data identified multiple PCC occurrences along Star Avenue and Tram Road, locations known for their high density of PCC. You have indicated that coordination will take place with the FWC and site-specific surveys will likely be required for the preferred alternative. Your conclusion that the proposed project may affect, but is NLAA the PCC is not supported by the information provided in the ESBA. The draft Panama City Crayfish Management Plan (2007) indicates that an FWC Incidental Take Permit will be needed for activities that result in take of the PCC or its habitat. To address the potential direct and indirect habitat losses consistent with the draft plan, mitigation for loss of PCC habitat should be provided at a ratio that demonstrates a net benefit to the species. For example, mitigation at a ratio of 2:1 where one acre of PCC habitat loss is offset with two acres of PCC habitat restored, would provide an overall benefit to the species.

Response: The USFWS did not finalize the CCAA with the private landowner and it is currently not being considered as necessary.

The Panama City Crayfish Management Plan (2007) is still a draft. Any potential mitigation requirements or a state-issued incidental take permit will be addressed by the project sponsor and the FFWCC during design and permitting. According to the FFWCC website (accessed on October 16, 2012) <http://myfwc.com/wildlifehabitats/imperiled/listing-process/> the draft management plan for the Panama City crayfish will be finalized by spring 2013. Based on this information and the status of the species, FDOT still concludes that this project is MANLAA for the Panama City crayfish.

Potential conservation measures for this state-listed species will be addressed by the project sponsor and FFWCC.

Comment: The FDOT has determined that the proposed alternatives will have “no effect” on the wood stork. However, the ESBA indicates that there is potential wood stork habitat within the GCP study area. While the nearest nesting colonies are in Leon County, Florida, wood storks may occur wherever suitable habitat is present. They sometimes forage and roost well beyond known nesting locations. For example, wood storks are routinely sighted on NFWFMD wetland restoration sites in Washington and Santa Rosa counties. Since occurrences are rare in Gulf and Bay Counties, the effects of the work are likely to be insignificant (too small to measure) and discountable (extremely unlikely to occur). Therefore, the Service could concur with a determination that the proposed alternatives may affect, but are NLAA the wood stork.

Response: Based on the data collected and reviewed for the ESBAR, the distance to the closest CFA (~50 miles to the east), the fact that any wood storks observed in this area would be considered “transient”, and that USFWS concurred with a “no effect” determination for the nearby West Bay Parkway Segments 1 and 2 in Bay County (very similar habitat conditions and landscape features), FDOT concludes that this project will have “no effect” on wood storks.

Sincerely,

A handwritten signature in blue ink, appearing to read "Alan Vann". The signature is fluid and cursive, with the first name "Alan" and last name "Vann" clearly distinguishable.

Alan Vann

**US Fish and Wildlife Service
Correspondence on Wetlands, Indirect and
Cumulative Effects and Draft Environmental
Impact Statement**

**6/1/11 US Fish and Wildlife Service Comments on WER, ICE
Report, and DEIS**

FDOT Response Letter to US Fish and Wildlife Service



IN REPLY REFER TO:

United States Department of the Interior

FISH AND WILDLIFE SERVICE

Field Office

1601 Balboa Avenue

Panama City, FL 32405-3721

Tel: (850) 769-0552

Fax: (850) 763-2177

June 1, 2011

RECEIVED

JUN 8 2011

ENVIRONMENTAL MANAGEMENT
OFFICE

Mr. Brandon Bruner
District Project Development Engineer
Florida Department of Transportation
Post Office Box 607
Chipley, Florida 32428-0607

Attn: Mr. Alan Vann

Re: FWS No. 2011-I-0304
Florida Department of Transportation
Gulf Coast Parkway PD&E Study
Wetlands Evaluation Report
Indirect and Cumulative Effects Report
Draft Environmental Impact Statement
FPID #: 410981-2-28-01
Bay, Gulf, and Calhoun Counties, Florida

Dear Mr. Bruner:

Thank you for your letter to the Fish and Wildlife Service (Service) dated April 20, 2011, providing the above-referenced project reports for our review. The Endangered Species Biological Report (ESBA) was reviewed separately and comments were provided by this office in a letter dated May 20, 2011. This response is provided in accordance with provisions of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*), Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 661 *et seq.*), Migratory Bird Treaty Act (MBTA) (16 U.S.C. 703-712), and the National Environmental Policy Act of 1969, as amended (42 U.S.C. 4231 *et seq.*).

The Federal Highway Administration (FHWA) and Florida Department of Transportation (FDOT) propose to construct a new roadway – the Gulf Coast Parkway (GCP) – connecting US 98 in Gulf County to US 231 and US 98 in Bay County, Florida. Five Alternatives (8, 14, 15, 17, and 19) and a No-Build Alternative are being studied during the Project, Design, and Environment (PD&E) phase of the project. The Service is a cooperating agency on the Environmental Impact Statement (EIS). At this time, no preferred alternative has been identified.

The GCP is proposed as a four-lane divided roadway with both rural and urban sections. Within a 168-foot right-of-way (ROW), the typical urban section will include a 46-foot grassed median and the following in each direction: two 12-foot travel lanes; paved 4-foot inside and 6.5-foot outside shoulders; 5-foot sidewalks, and a closed curb-and-gutter drainage system with stormwater treatment. The typical rural section has a 250-foot ROW and will include a 64-foot grassed median and the following in each direction: two 12-foot travel lanes; paved 2-foot inside and 5-foot outside shoulders; and open drainage swales. A 12-foot shared use path will be located on one side of the roadway. Length varies from approximately 28 to 33 miles. All build alternatives include high level bridges either over Wetappo Creek and the Intra-coastal Waterway (ICWW) (Alternatives 8, 14, and 15) or over East Bay (Alternatives 17 and 19). Initially, only two 12-foot lanes within either typical section will be constructed. Design speed is 50 mph for the urban sections and 65 mph for the rural roadway.

Wetland Evaluation Report

The Service identified the GCP as a Potential Dispute during the 2007 Efficient Transportation Decision Making (ETDM) review process due to its high potential to have a significant direct, indirect, and cumulative impact on water resources that support numerous fish, wildlife, and plant species, including federally protected and other rare species. The FDOT developed a Wetlands Action Plan in 2007 to address agency concerns and resolve the Potential Dispute. After review of the Wetlands Evaluation Report, the following items warrant further discussion:

1. Some wetlands identified as low quality (page 5-10) may have a high potential for rare plant and wildlife habitat. The “openness” of maintained powerline easements can result in a diverse herbaceous layer in locations with remnant wet prairie. Ditches (510D), utility transmission lines (817W), and powerline easements (832W) may provide habitat for the Panama City crayfish (PCC) – a species of concern for the Service and a state-protected wildlife species. Within the range of the PCC, the Uniform Mitigation Assessment Method (UMAM) scores should be higher to reflect the potential for PCC occurrence in these wetland types.
2. In Section 7 (page 7-1), the report notes that regulatory agencies in Northwest Florida require an assessment of the indirect effects to wetlands within 300 feet of the alignment boundaries. The 300-foot secondary effect distance has routinely been used when evaluating wetland dredge-and-fill permits for the expansion of existing roadways. The secondary effects of a new roadway in a previously minimally-developed environment can be expected to have large-scale landscape effects by: facilitating habitat fragmentation; disrupting wildlife movement corridors; introducing roadside invasive and exotic species; and providing new points of human access. Such broad-scale effects can occur at distances of over 1000 meters from the road surface (Forman et. al. 2003). The Service recommends using a greater than 300-foot indirect effect distance for sections of the GCP that do not follow existing roadways. This should be part of the detailed and comprehensive assessment of indirect and cumulative wetland effects to be conducted after a preferred alignment is selected.

3. In Section 8 (page 8-1), FDOT indicates that wetland impacts will be mitigated using either Florida statute approved mitigation (373.4137 F.S.), mitigation banks, or property donations. The Service recommends developing a mitigation plan at the earliest time conceivable well in advance of the wetland dredge-and-fill permit application. A carefully-considered mitigation plan can be a valuable tool toward offsetting unavoidable wetland losses, meeting conservation goals, preventing “missed opportunities”, and proactively addressing the threats of future secondary and cumulative growth.

We encourage taking a holistic approach to mitigation planning for the GCP that balances transportation needs, conservation priorities, and growth management concerns. Due to the potential for this new roadway to highly alter the surrounding landscape, mitigation for impacts should be strategically-located to protect important water/wetland resources and help achieve regional conservation objectives. A landscape planning effort using tools such as Strategic Conservation Planning Using a Green Infrastructure Approach, Sector Planning, or a Regional General Permit would assist in identifying conservation priorities while providing a mechanism to direct growth away from key resources at-risk. In November 2010, the Service hosted a local training on Green Infrastructure to familiarize our partners with its principles. The Service is available to work with FDOT and FHWA toward developing and implementing a regional Green Infrastructure Plan for the project area.

4. Measures to reduce the GCP's direct and indirect effects to wetlands (and the fish, wildlife, and plant resources they support) should be provided once a preferred alternative is determined. These commitments should include: environmentally-sensitive bridging of waters and high quality resources; protecting riparian corridors along Wetappo Creek and Little Sandy Creek to maintain connectivity between two populations of the red-cockaded woodpecker; acquisition and restoration of habitat for the PCC; reducing the project footprint in high quality habitat; stringent limited access; avoiding imperiled plants, including areas identified by the Nature Conservancy and Florida Natural Areas Inventory as important to the survival of the 21 most imperiled plant species in the Florida panhandle; provide wildlife crossings to reduce habitat fragmentation for the Florida black bear and other wide-ranging species; an erosion control plan to prevent degradation of downstream waters; water quality protection measures; post-project monitoring to identify and control invasive and exotic species; and measures to reduce impacts to migratory birds.
5. The Wetlands Action Plan indicated there would be agency coordination throughout the PD&E process. As indicated in Section 9, no coordination has taken place with the Service to discuss and resolve wetland concerns since 2007. We recommend periodic meetings to further progress toward resolving the Potential Dispute.

Indirect and Cumulative Impacts Report

The Service identified the GCP as a Potential Dispute during the 2007 review process due to its high potential to have significant secondary and cumulative impacts on wetlands, and wildlife

and their habitat. The FDOT developed an Indirect and Cumulative Effects Action Plan in 2007 to address agency concerns and resolve the Potential Dispute. Several interagency meetings have been held to discuss assessment approaches for determining secondary and cumulative effects. After review of the Indirect and Cumulative Effects Report, the Service has the following comments:

1. Table 5-18 indicates that 60.6% of the Potentially Affected Resource Area (PARA) for Water Quality is verified impaired waters. How was this calculation made, as only one basin (East Bay) in the referenced Florida Department of Environmental Protection 2006 Water Quality Assessment Report is identified as verified impaired? As Class II shellfish waters, this water body was determined to be verified impaired for fecal coliforms.
2. The report suggests that future development may provide beneficial effects to water quality in impaired basins through improved stormwater management. Additional support should be provided for this statement. Generally, stormwater treatment is designed to mitigate the effects of new development and does not provide overall watershed improvement, unless existing systems are being retrofitted.
3. Other metrics may be available to better identify potential future effects to water quality in the PARA. For example, studies have shown that water quality degradation can begin with as little as 10% impervious surface in a watershed (Schueler 1994; Schueler and Holland 2000; Arnold and Gibbons 1996). Determining the percent impervious surface of predicted future development within individual water bodies in the PARA may be a more useful tool in determining which water bodies are at-risk of future water quality degradation as an indirect and cumulative effect of the GCP.
4. The Delphi Group has indicated that none of the forecasted new coastal growth is associated with the Build Alternatives. It seems likely that the GCP – as a new coastal connector road – will have some degree of effect on coastal growth.
5. Page 4-33 indicates that any commensal species, including the Eastern indigo snake, captured during gopher tortoise relocation efforts, must be relocated to a certified gopher tortoise recipient site. The Service recommends that you first follow *Eastern Indigo Snake Standard Construction Conditions* and allow the snake sufficient time to move out of the construction area. If the snake must be moved, only personnel authorized under a U.S. Fish and Wildlife Service Section 10 permit may handle this federally protected species. A state gopher tortoise permit does not provide authorization for moving the Eastern indigo snake.
6. For the Florida black bear, the Service's greatest concern is the fragmentation of its habitat by a new future four-lane roadway. If the road becomes a barrier to movement, it could eliminate access to habitat. For example, bears in the Apalachicola population could lose all suitable habitat to the west of the road. Measures to offset fragmentation should be identified in the report. These measures may include construction of wildlife

crossings, reducing speed limits, prioritizing corridors that reduce east-west habitat fragmentation, and/or minimizing the overall footprint in high quality habitat areas.

7. On page 4-47, habitat for the red-cockaded woodpecker (RCW) is prioritized by nesting habitat (highest), foraging habitat, and a flight/dispersal corridor between the two known tracts (lowest). All these habitat types are priorities for the Panama City Field Office, and should be identified by function rather than an assigned relative importance. Measures to offset impacts to the flight corridor could include protection/management of suitable habitat within the corridor. Another potential secondary effect of the GCP is a reduced ability to manage existing RCW tracts by prescribed burning due to smoke management concerns. Other secondary effects in addition to new growth should be discussed in the report.
8. The RCW PARA should be the same as the Wildlife PARA, as RCW may potentially occur wherever suitable habitat is present and not just within known tracts.
9. Page 4-50 refers to a single 59-acre site for the "21 most imperiled species". It is unclear what site the document is referencing. The Service provided information to Greg Garrett, PBS&J, in a note dated October 16, 2009, on a 2001 report by The Nature Conservancy and Florida Natural Areas Inventory that identified areas important to the survival of the 21 most imperiled plant species in the Florida panhandle. A copy of the report and a geographic information system (GIS) shapefile were also provided at that time. Several of these important plant areas occur in the study area, including: Ridges of Gulf County (9,825 acres); Wetappo Creek South (3,543 acres), and Sandy Creek Bogs (6,998 acres). The Indirect and Cumulative Effects Report should be updated to accurately assess potential effects to the "21 most imperiled plant species".
10. Page 4-43 indicates that since the Florida Fish and Wildlife Conservation Commission (FWC) and Service are working on a Candidate Conservation Agreement with Assurances (CCAA) with a major private landowner to protect habitat for the Panama City crayfish (PCC) "it is assumed that a core population of PCC will be managed in perpetuity...Therefore, any induced development...was determined not to have a substantial adverse effect on the PCC". The intent of the CCAA, which has yet to be finalized, is to provide sufficient habitat to offset direct losses from projects sponsored by the landowner. Under the Build Alternative, the potential for 124.3 acres direct and 1,329 to 1,774 acres indirect loss of PCC habitat could have a substantial impact on the PCC. The Service is concerned that cumulative effects could impact up to 26.7 % of PCC habitat. The report should include commitments to address potential habitat loss consistent with the draft 2007 Panama City Crayfish Management Plan during the FWC incidental take permitting process.
11. On page 6-1, the list of Past, Present, and Reasonable Foreseeable Actions should also include: Gulf-to-Bay Highway Segments 1, 2, and 3; St. Joe Company WindMark Phase 1 and future phases; St. Joe Company RiverCamp on Sandy Creek; Biomass Gas and Electric Biofuels Facility; Port St. Joe port expansion; Bay Industrial Park; St. Joe

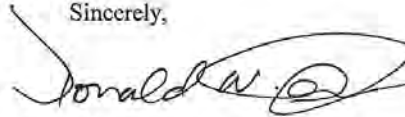
Company Bonfire Beach; Deer Point Elementary School; Creekside Partners LLC; St. Joe Company The Landing at Wetappo Creek; and Sweetwater Mitigation Bank.

Draft Environmental Impact Statement

Comments provided by the Service on the ESBA, Wetlands Evaluation Report, and Indirect and Cumulative Effects Report should be addressed in the final Environmental Impact Statement (FEIS). Conservation measures and commitments should be provided to avoid and minimize impacts to federally protected and other rare species, and their habitats consistent with recommendations from the Service.

We appreciate the opportunity to provide comments. We look forward to working with you as we continue informal consultation on this project. Please contact Ms. Mary Mittiga (ext. 236) if you have any questions or comments.

Sincerely,

A handwritten signature in black ink, appearing to read "Donald W. Imm", with a stylized flourish at the end.

Dr. Donald W. Imm
Project Leader

Literature Cited

- Arnold, C. and C. James Gibbons. 1996. Impervious Surface Coverage: The Emergence of a Key Environmental Indicator, *J. of American Planning Association*, Vol. 62, No. 2, p. 243-258.
- Forman, R. T.T., D. Sperling, J.A. Bissonette, A.P. Clevenger, C.D. Cutshall, V.H. Dale, L. Fahrig, R. France, C.R. Goldman, K. Heanue, J.A. Jones, F.J. Swanson, T. Turrentine, and T.C. Winter. 2003. *Road Ecology: Science and Solutions*, Island Press, Washington, D.C., 481 pp.
- Schueler, T.R. 1994. *The Importance of Imperviousness. Watershed Protection Techniques*, Center for Watershed Protection, Ellicott City, Maryland.
- Schueler, T.R. and H. Holland. 2000. *The Practice of Watershed Protection*. Center for Watershed Protection, Ellicott City, Maryland.

Mr. Brandon Bruner

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cc:

ACOE, Cocoa, FL (Andrew Phillips)
ACOE, Jacksonville, FL (Randy Turner)
FWCC, Tallahassee, FL (Scott Sanders, Ted Hoehn)
FWCC, Panama City, FL (John Himes)
NMFS, St. Petersburg, FL (Dave Rydene)



Florida Department of Transportation

RICK SCOTT
GOVERNOR

1074 Highway 90
Chipley, Florida 32428

OFFICE OF THE
SECRETARY

Dr. Donald W. Imm
US Fish and Wildlife Service
1601 Balboa Avenue
Panama City, Florida 32405-3721

Re: Re: Gulf Coast Parkway
FPID #: 410981-2-28-01
County: Bay, Calhoun and Gulf
Wetlands Evaluation Report
Indirect and Cumulative Effects Report
Draft Environmental Impact Statement

Dear Dr. Imm

Thank you for your comments on the Wetlands Evaluation Report, Indirect and Cumulative Effects Report, and Draft Environmental Impact Statement for the above referenced project. The following presents our proposed responses to those comments.

Wetland Evaluation Report

Comment: Some wetlands identified as low quality (page 5-10) may have a high potential for rare plant and wildlife habitat. The “openness” of maintained powerline easements can result in a diverse herbaceous layer in locations with remnant wet prairie. Ditches (510D), utility transmission lines (817W), and powerline easements (832W) may provide habitat for the Panama City crayfish (PCC) – a species of concern for the Service and a state-protected wildlife species. Within the range of the PCC, the Uniform Mitigation Assessment Method (UMAM) scores should be higher to reflect the potential for PCC occurrence in these wetland types.

Response: Given the size, scope, number of alternative corridors, and number of alternative alignments considered for this project since 2003, UMAM scores were generalized for the various wetland habitats encountered. This level of detail is warranted and appropriate for PD&E studies. The assertion for “higher scores” in certain areas is taken under advisement and may prove to be true should this project go to permitting and wetland-specific UMAM scores are generated to support the overall assessment of wetland impacts via the ERP application process.

Comment: In Section 7 (page 7-1), the report notes that regulatory agencies in Northwest Florida require an assessment of the indirect effects to wetlands within 300 feet of the alignment boundaries. The 300-foot secondary effect distance has routinely been used when evaluating wetland dredge-and-fill permits for the expansion of existing roadways. The secondary effects of a

new roadway in a previously minimally-developed environment can be expected to have large-scale landscape effects by: facilitating habitat fragmentation; disrupting wildlife movement corridors; introducing roadside invasive and exotic species; and providing new points of human access. Such broad-scale effects can occur at distances of over 1000 meters from the road surface (Forman et. al. 2003). The Service recommends using a greater than 300-foot indirect effect distance for section of the GCP that do not follow existing roadways. This should be part of the detailed and comprehensive assessment of indirect and cumulative wetland effects to be conducted after a preferred alignment is selected.

Response: Additional assessments of indirect and cumulative wetland effects, i.e. beyond the 300-foot indirect effects distance, will be considered, as warranted (wouldn't be necessary in an area void of wetlands) for the preferred alternative during design and wetlands permitting.

Comment: In Section 8 (page 8-1), FDOT indicates that wetland impacts will be mitigated using either Florida statute approved mitigation (373.4137 F.S.), mitigation banks, or property donations. The Service recommends developing a mitigation plan at the earliest time conceivable well in advance of the wetland dredge-and-fill permit application. A carefully-considered mitigation plan can be a valuable tool toward offsetting unavoidable wetland losses, meeting conservation goals, preventing "missed opportunities", and proactively addressing the threats of future secondary and cumulative growth.

We encourage taking a holistic approach to mitigation planning for the GCP that balances transportation needs, conservation priorities, and growth management concerns. Due to the potential for this new roadway to highly alter the surrounding landscape, mitigation for impacts should be strategically-located to protect important water/wetland resources and help achieve regional conservation objectives. A landscape planning effort using tools such as Strategic Conservation Planning Using a Green Infrastructure Approach, Sector Planning, or a Regional general Permit would assist in identifying conservation priorities while providing a mechanism to direct growth away from key resources at-risk. In November 2010, the Service hosted a local training on Green Infrastructure to familiarize our partners with its principles. The Service is available to work with FDOT and FHWA toward developing and implementing a regional Green Infrastructure Plan for the project area.

Response: Agreed.

Comment: Measures to reduce the GCP's direct and indirect effects to wetlands (and the fish, wildlife, and plant resources they support) should be provided once a preferred alternative is determined. These commitments should include: environmentally-sensitive bridging of waters and high quality resources; protecting riparian corridors along Wetappo Creek and Little Sandy Creek to maintain connectivity between two population of the red-cockaded woodpecker; acquisition and restoration of habitat for the PCC; reducing the project footprint in high quality habitat; stringent limited access; avoiding imperiled plant species in the Florida panhandle; provide wildlife crossings to reduce habitat fragmentation for the Florida black bear and other wide-ranging species; an erosion control plan to prevent degradation of downstream waters; water quality protection measures; post-project monitoring to identify and control invasive and exotic species; and measures to reduce impacts to migratory birds.

Response: WER Section 8 (Avoidance, Minimization, Mitigation, and Commitments) currently states: "Avoidance and minimization of potential wetland and surface water involvement was central to both corridor and alignment development. Direct involvement with wetlands and surface waters (creeks, streams, ditches) will occur as a result of roadway construction activities.

Recognizing this, efforts have been made throughout the Project Development and Environment (PD&E) process via desktop analyses and subsequent field surveys to identify routes that may result in fewer wetland impacts – especially those potentially involving higher quality wetlands. During the project design phase, jurisdictional wetlands will be field-delineated resulting in a more detailed assessment of wetland involvement (quantity and quality) for the Recommended Alternative. These detailed field assessments may facilitate further reductions in potential wetland involvement through minor shifts of the Recommended Alternative, if practicable. Direct and indirect wetland impacts will be minimized through appropriate stormwater design, and utilization of Best Management Practices (BMPs) at wetland, bay, and stream crossings (especially East Bay and Wetappo Creek) during construction.”

In keeping with the format utilized in other PD&E documents, additional commitments have been included in the updated ESBAR Sections 8 (Determination of Effect) and 10.2 (Conservation Measures and Commitments). If warranted and practicable, additional measures identified by USFWS (and discussed below) will be addressed during project design and wetland permitting to reduce direct and indirect effects to wetlands and associated plants and animals for the preferred/recommended alternative.

- environmentally-sensitive bridging of waters and high quality resources: updated in ESBAR;
- protecting riparian corridors along Wetappo Creek and Little Sandy Creek to maintain connectivity between two populations of the red-cockaded woodpecker: updated in ESBAR;
- acquisition and restoration of PCC habitat: discussed in ESBAR. The referenced management plan for this state listed species of special concern is still a draft. Any potential mitigation requirements or a state-issued incidental take permit will be addressed by the project sponsor and FWC during design and permitting. According to FFWCC website (accessed on October 16, 2012, <http://myfwc.com/wildlifehabitats/imperiled/listing-process/>) the draft management plan of the Panama City crayfish will be finalized by spring 2013. Based on this information and the status of the species, FDOT still concludes that this project MANLAA the PCC.
- reducing the project footprint in high quality habitat: standard practice during PD&E process; considered further for the preferred alternative during design/permitting
- stringent limited access: not appropriate for this project given its purpose and need;
- avoiding imperiled plants, including areas identified by TNC and FNAI (21 most imperiled plant species in the Florida panhandle): addressed in ESBAR; see response to Comment 9 ICE.
- provide wildlife crossings to reduce habitat fragmentation for the Florida black bear and other wide-ranging species: addressed in ESBAR;
- an erosion control plan to prevent degradation of downstream waters: commitments have been added to ESBAR;
- water quality protection measures: commitments have been added to ESBAR;
- post-project monitoring to identify and control invasive and exotic species: No specific plan is needed at this time. FDOT has a ROW maintenance program that encourages native plant diversity and habitat connectivity. FDOT also has a program that considers the management/control of invasive/exotic species
<http://www.dot.state.fl.us/statemaintenanceoffice/invasivespecies.shtml>

- measures to reduce impacts to migratory birds: No rookeries were observed or identified in public databases. Listed migratory birds were fully considered in the ESBAR and, along with un-listed migratory birds, were considered to be transient.

Comment: The Wetlands Action Plan indicated there would be agency coordination throughout the PD&E process. As indicated in Section 9, no coordination has taken place with the Service to discuss and resolve wetland concerns since 2007. We recommend periodic meetings to further progress toward resolving the Potential Dispute.

Response: Further coordination with the USFWS is planned to be conducted following the public hearing and prior to recommendation of a preferred alternative.

Indirect and Cumulative Effects Report

Comment: Table 5-18 indicates that 60.6% of the Potentially Affected Resource Area (PARA) for Water Quality is verified impaired waters. How was this calculation made, as only one basin (East Bay) in the referenced Florida Department of Environmental Protection 2006 Water Quality Assessment Report is identified as verified impaired? As Class II shellfish waters, this water body was determined to be verified impaired for fecal coliforms.

Response: Since this report was prepared, the FDEP has published revisions to their lists of impaired waters as result of the second rotation of water quality assessment. Therefore, this table has been revised.

The calculation of the area of verified impaired waters within the PARA was made by calculating the area of verified impaired waters that fell within the PARA boundary and dividing by the total area of the PARA.

Based on FDEP's data published after the second rotation of water quality assessment, East Bay is verified impaired for bacteria (in shellfish) and mercury (in fish tissue).

Comment: The report suggests that future development may provide beneficial effects to water quality in impaired basins through improved stormwater management. Additional support should be provided for this statement. Generally, stormwater treatment is designed to mitigate the effects of new development and does not provide overall watershed improvement, unless existing systems are being retrofitted.

Response: The statement has been removed.

Comment: Other metrics may be available to better identify potential future effects to water quality in the PARA. For example, studies have shown that water quality degradation can begin with as little as 10% impervious surface in a watershed (Schueler 1994; Schueler and Holland 2000; Arnold and Gibbons 1996). Determining the percent impervious surface of predicted future development within individual water bodies in the PARA may be a more useful tool in determining which water bodies are at-risk of future water quality degradation as an indirect and cumulative effect of the GCP.

Response: Since there are no development plans for the forecasted future developments only a general estimate of future impervious cover could be calculated. These calculations were made for the study area as a whole and by drainage basin.

Comment: The Delphi Group has indicated that none of the forecasted new coastal growth is associated with the Build Alternatives. It seems likely that the GCP - as a new coastal connector road - will have some degree of effect on coastal growth.

Response: The Delphi Group indicated that the on-going and known planned developments would accommodate the projected population in the coastal area within the study period. The discussion has been revised to include additional information for the basis of no increase in population projections in the coastal area during the study period. These include the schedule for the project's construction and the study area's competition with west Bay County for any population migrating into the County.

Please note, that there was some increased development in the coastal area associated with the alternatives. This development was mostly office/commercial type development; however, there was a residential component. The residential component was not the result of migration from outside the study area but due to the allocation of projected population to this area due to the presence of the project. Also, on the assumption that the coastal area would eventually develop similar to other coastal areas of the Panhandle, some of the residential component would be in the form of condominiums which have a much smaller footprint than subdivision type development and would likely occur where existing single-family homes are purchased by investors for redevelopment. Certainly redevelopment would need to occur for the area to be competitive with the Panama City Beach area.

Comment: Page 4-33 indicates that any commensal species, including the Eastern indigo snake, captured during gopher tortoise relocation efforts, must be relocated to a certified gopher tortoise recipient site. The Service recommends that you first follow *Eastern Indigo Snake Standard Construction Conditions* and allow the snake sufficient time to move out of the construction area. If the snake must be moved, only personnel authorized under a U.S. Fish and Wildlife Service Section 10 permit may handle this federally protected species. A state gopher tortoise permit does not provide authorization for moving the Eastern indigo snake.

Response: Agreed. All necessary permits will be sought per the federal Endangered Species Act. Language in WER, ESBAR, ICE Report, and DEIS for this section will be modified accordingly. Commitments have been updated in the ESBAR and WER, as necessary.

Comment: For the Florida black bear, the Service's greatest concern is the fragmentation of its habitat by a new future four-lane roadway. If the road becomes a barrier to movement, it could eliminate access to habitat. For example, bears in the Apalachicola population could lose all suitable habitat to the west of the road. Measures to offset fragmentation should be identified in the report. These measures may include construction of wildlife crossings, reducing speed limits, prioritizing corridors that reduce east-west habitat fragmentation, and/or minimizing the overall footprint in high quality habitat areas.

Response: The Florida black bear is a state-listed species protected by the FFWCC. The analysis of indirect and cumulative effects on the black bear was coordinated with the FFWCC and the Agency Advisory Group prior to conducting the analysis. The direct and indirect (non-induced growth effects of the project alternatives and measures for offsetting impacts (including consideration of wildlife crossings) have been addressed in the ESBAR and the Wildlife and Habitat sections of the DEIS. The ICE analysis, while including the project's quantifiable direct effects and indirect effects and acknowledging unquantifiable indirect effects, is primarily focused on the quantifiable induced growth effects of the project and the effects of the reasonably foreseeable future actions of others.

Please note that the habitat connectivity section of the Final Florida Black Bear Management Plan (approved June 27, 2012) no longer specifically identifies a corridor for east-west movement between the Eglin population and the Apalachicola National Forest population. It does recommend promoting landscape connectivity from the East Panhandle BMU to the Econfina Creek Water Management Area.

Comment: On page 4-47, habitat for the red-cockaded woodpecker (RCW) is prioritized by nesting habitat (highest), foraging habitat, and a flight/dispersal corridor between the two known tracts (lowest). All these habitat types are priorities for the Panama City Field Office, and should be identified by function rather than an assigned relative importance. Measures to offset impacts to the flight corridor could include protection/management of suitable habitat within the corridor. Another potential secondary effect of the GCP is a reduced ability to manage existing RCW tracts by prescribed burning due to smoke management concerns. Other secondary effects in addition to new growth should be discussed in the report.

Response: The analysis of RCW habitat was performed in accordance with the directions provided by Agency Advisory Group (on which the Service had a representative), and included input from the FFWCC. There are no secondary effects of the project on the RCW, except for the potential induced growth effects discussed in the ICE Report, due to the distance of the alternatives from the RCW colonies' nesting and foraging habitats. The FHWA and FDOT are not required to offset induced growth or cumulative effects; however, the text will be revised in the section on mitigation opportunities to note that the management or conservation of suitable habitat within the potential RCW flight corridor would be consistent with the Service's goal to protect potential flight/dispersal corridors and that it should be a priority for preservation.

Comment: The RCW PARA should be the same as the Wildlife PARA, as RCW may potentially occur wherever suitable habitat is present and not just within known tracts.

Response: The PARA for the red-cockaded woodpecker was established with the ICE Agency Advisory Group and, therefore, will not be changed. Further, the identification of the locations of RCW populations, as well as those for any other federally-listed species, is limited to that which is available via public sources/websites. Considerations beyond that would be based on an inappropriate and misleading premise that RCW nesting habitat exists because pine-dominated forests exist. Furthermore, given RCW life history traits and foraging territory boundaries, there would be no involvement by the project on any level outside of the 0.5 mile foraging territory boundary per active cluster. All alternatives for this project are outside the foraging territory boundaries for the only known RCW populations within the project area (Wetappo Creek and Lathrop Bayou).

Comment: Page 4-50 refers to a single 59-acre site for the "21 most imperiled species". It is unclear what site the document is referencing. The Service provided information to Greg Garrett, PBS&J, in a note dated October 16, 2009, on a 2001 report by The Nature Conservancy and Florida Natural Areas Inventory that identified areas important to the survival of the 21 most imperiled plant species in the Florida panhandle. A copy of the report and a geographic information system (GIS) shapefile were also provided at that time. Several of these important plant areas occur in the study area, including: Ridges of Gulf County (9,825 acres); Wetappo Creek South (3,543 acres), and Sandy Creek Bogs (6,998 acres). The Indirect and Cumulative Effects Report should be updated to accurately assess potential effects to the "21 most imperiled plant species".

Response: The ICE Report has been revised to include the missing information.

A 2001 report by The Nature Conservancy (TNC) and Florida Natural Areas Inventory (FNAI) identified 21 plant species in northwest Florida, that in their opinion, are in need of protection due to being rare and in danger of being extirpated due to being on private lands. Shapefiles were provided with the report that identified three areas on private lands in the study area that support rare communities including: Ridges of Gulf County (9,825 acres); Wetappo Creek South (3,543 acres), and Sandy Creek Bogs (6,998 acres). As described in the ESBAR, the initial desktop evaluation included data from the most current FNAI report (2007) for the area. As the PD&E study progressed and field surveys were conducted across various alignments, proposed alignment footprints changed several times to address a variety of different potential impacts including those to listed species actually observed in the field. The results of the data synthesis and field reconnaissance indicated that listed plant species occurrences within the respective alignments and buffers and potential involvement was minimal.

The above referenced areas harboring rare plant communities were avoided to the greatest extent practicable during the PD&E stage of this project. The Ridges of Gulf County has been completely avoided. The majority of potential involvement with Sandy Creek Bogs and Wetappo Creek South are associated with existing paved highways, SR 22 and CR 386, respectively. Of the "21 most imperiled species" identified by FNAI and TNC, only 4 species are located within the "3 Rare Plant Areas" and 3 of these species are state listed (*Aster spinulosus* – currently *Eurybia spinulosus*, *Eriocaulon nigrobactatum*, and *Xyris isoetifolia*). The only federally-listed plant is Florida skullcap, which is found 4 miles east of Alternative Alignment 8/14/15. The "TNC-FNAI 21 species report" was developed at a coarse scale for the entire panhandle (Jefferson County to Alabama). Surveys conducted by project biologists were more current and thorough, as was the project-specific FNAI Report.

As is the case with all FDOT projects, listed species and even rare (un-listed species) will be avoided and impacts minimized to the extent practicable. Depending on the alternative selected it is possible that there may be very minimal involvement with the areas identified as having rare species. Once a preferred alternative is selected supplemental seasonal surveys are anticipated to determine accurate and current impacts to listed species.

Comment: Page 4-43 indicates that since the Florida Fish and Wildlife Conservation Commission (FWC) and Service are working on a Candidate Conservation Agreement with Assurances (CCAA) with a major private landowner to protect habitat for the Panama City crayfish (PCC) "it is assumed that a core population of PCC will be managed in perpetuity... Therefore, any induced development...was determined not to have a substantial adverse effect on the PCC". The intent of the CCAA, which has yet to be finalized, is to provide sufficient habitat to offset direct losses from projects sponsored by the landowner. Under the Build Alternative, the potential for 124.3 acres direct and 1,329 to 1,774 acres indirect loss of PCC habitat could have a substantial impact on the PCC. The Service is concerned that cumulative effects could impact up to 26.7 % of PCC habitat. The report should include commitments to address potential habitat loss consistent with the draft 2007 Panama City Crayfish Management Plan during the FWC incidental take permitting process.

Response: One purpose of the ICE analysis is to identify any threat to the survival of sensitive resources and recommend measures that can be taken (by someone other than the project's proponent) to offset the predicted adverse effects. The report has done that. Commitments are not part

of an Indirect and Cumulative Effects analysis as the FDOT and FHWA are not required to mitigate for the impacts of induced development or the future actions by others.

Comment: On page 6-1, the list of Past, Present, and Reasonable Foreseeable Actions should also include: Gulf-to-Bay Highway Segments 1,2, and 3; St. Joe Company WindMark Phase I and future phases; St. Joe Company RiverCamp on Sandy Creek; Biomass Gas and Electric Biofuels Facility; Port St. Joe port expansion; Bay Industrial Park; St. Joe Company Bonfire Beach; Deer Point Elementary School; Creekside Partners LLC; St. Joe Company The Landing at Wetappo Creek; and Sweetwater Mitigation Bank.

Response: The list will be revised to include most of the projects identified in the comment. Unless the Service can provide information on locations and dimensions of RiverCamp on Sandy Creek and Creekside Partners LLC within the study area, they cannot be included. The Biomass Gas and Electric Biofuels Facility, Deer Point Elementary School and Port St. Joe expansions are thought to be located beyond the boundaries of the PARA.

Draft Environmental Impact Statement

Comment: Comments provided by Service on the ESBA, Wetlands Evaluation Report, and Indirect and Cumulative Effects Report should be addressed in final EIS (FEIS). Conservation measures and commitments should be provided to avoid and minimize impacts to federally protected and other rare species, and their habitats consistent with recommendations of the Service.

Response: Agreed. Updates to referenced documents will be made as necessary.

Sincerely,



Alan Vann

Cultural Resources Correspondence

5/27/11 SHPO Draft CRAS Comment Letter to FHWA

6/24/11 FDOT Response Letter to SHPO

5/21/12 FDOT Letter to FHWA Submitting CRAS Addendum

6/1/12 SHPO Concurrence with CRAS

6/11/12 FHWA Concurrence with CRAS



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MAY 2 2011

FLORIDA DEPARTMENT OF STATE

Kurt S. Browning

Secretary of State

DIVISION OF HISTORICAL RESOURCES

ENVIRONMENTAL MANAGEMENT
OFFICE

Ms. Cathy Kendall
Federal Highway Administration, Florida Division
545 John Knox Road, Suite 200
Tallahassee, Florida 32303

May 27, 2011

RE: SHPO/DHR Project Number: 2011-1200
Financial Management No.: 410981-2
Project: *Cultural Resources Assessment Survey-Gulf Coast Parkway*
Bay, Calhoun, and Gulf Counties

Dear Ms. Kendall:

This office received and reviewed the above referenced assessment document in accordance with Section 106 of the National Historic Preservation Act (NHPA) of 1966 as amended, 36 CFR Part 800: Protection of Historic Properties, and Chapter 267, *Florida Statutes*.

It is our understanding that a phased cultural resource assessment approach was going to be followed for this multi-alternative corridor project. Was an archaeological predictive model developed and field tested as was discussed years ago? If so, was a report of the findings generated? It is unclear to this office if the referenced study is related to the phased study approach, and if so, what the purpose was for the study conducted by the Florida Department of Transportation District Three. The document does not appear complete or sufficient for purposes of identification and evaluation procedures contained in 36 C.F.R. Part 800; and is not consistent with the requirements of 1A-46, *Florida Administrative Code*, for a survey of a project of this scope and location. We have questions regarding the research and methodology for the historic structure aspect of this survey.

At this time, this office can state that we do not concur with the evaluations for the *Bay Line Rail Road* (BY1366), referred to in this report as the *Atlanta and St. Andrews Railroad*, and the *Kent Cemetery* (BY1362). It is our opinion that these two properties are eligible for listing on the National Register of Historic Places. Additionally, there is insufficient documentation to fully evaluate several other properties identified. The area of potential effect is not clearly defined, and is not adequate for purposes of a Phase I historic structures identification and evaluation survey.

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☐ Director's Office
850.245.6300 • FAX: 245.6436

☐ Archaeological Research
850.245.6444 • FAX: 245.6452

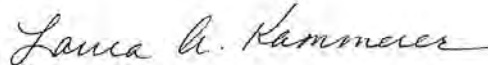
☒ Historic Preservation
850.245.6333 • FAX: 245.6437

Ms. Cathy Kendall
SHPO/DHR 2011-1200
May 27, 2011
Page 2

Therefore, this office requests a meeting or teleconference with your office and all other relevant parties for clarification on the purpose and methodology for this cultural resource assessment, and how to interpret the information in the document.

If you have any questions, please contact Alyssa McManus, Architectural Historian, Transportation Compliance Review Program, or Laura Kammerer, Deputy SHPO, by telephone at 850.245.6333.

Sincerely,

A handwritten signature in cursive script that reads "Laura A. Kammerer".

Laura A. Kammerer
Deputy State Historic Preservation Officer
for Review and Compliance

Pc: Amanda Marshall, FDOT District 3, Chipley
Roy Jackson, CEMO, Tallahassee
George Ballo, CEMO, Tallahassee

6/24/11 FDOT Response Letter to SHPO



Florida Department of Transportation

RICK SCOTT
GOVERNOR

1074 Highway 90
Chipley, FL 32428

ANANTH PRASAD, P.E.
SECRETARY

June 24, 2011

Ms. Laura Kammerer
Deputy State Historic Preservation Officer
500 S. Bronough Street
Tallahassee, FL 32399-0250

RE: SHPO/DHR Project Number: 2011-1200
Financial Management No.: 410981-2
Project: Cultural Resources Assessment Survey – Gulf Coast Parkway
Bay, Calhoun, and Gulf Counties, FL

Dear Ms. Kammerer:

The Florida Department of Transportation (FDOT) recently received a letter sent by the Florida Department of State, Division of Historical Resources' (DHR) to Ms. Cathy Kendall at the Federal Highway Administration (FHWA) in regards to the Cultural Resource Assessment Survey (CRAS) for the subject project. The Department has reviewed the letter from DHR and we have several issues we would like to address with your agency.

First of all, DHR states that the report "does not appear to be complete or sufficient..." The comments regarding this point are vague and at no point does DHR reference any particular section of the assessment, which was completed in compliance with 36 C.F.R. Part 800, and 1A-46, *Florida Administrative Code*, as specifically being inadequate. Based on our review of the information within 36 C.F.R. 800 and 1A-46, Florida Administrative Code, we believe the Gulf Coast Parkway CRAS fulfills and exceeds the requirements set forth in these documents. Furthermore, Chapter 1A-46 makes no distinction for projects based on "scope and location". Other than for projects of limited scope, topics that are not applicable may be omitted when justified. Additionally, and in compliance with Chapter 1A-46(h), Florida Administrative Code, Florida Master Site File forms for each archaeological site and historic structure, as well as a survey log sheet, were completed and included as loose attachments in the transmittal package.

DHR does not acknowledge that its representatives discussed and met with project staff regarding both the methodology and process for this assessment, nor does it point out in any form how the completion of this assessment is inconsistent with the methodology and process confirmed at that meeting. However, in 2009, FHWA requested that the District produce a Cultural Resources Corridor Probability Assessment Technical Memorandum which identified archaeological probability areas based on previously recorded archaeological sites and environmental variables. The findings of which were to be included in the project's Corridor Alternatives Evaluation Summary Report. This document was based on a predictive model developed in coordination with Brian Yates of DHR's Transportation Compliance Review Section

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in 2007. Prior to the completion of this memorandum, a methodology document was approved by the FDOT, FHWA, and DHR. The completed document was received by DHR on Friday, August 7th 2009. DHR provided no comments in response to this memorandum.

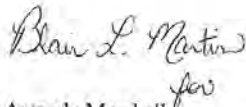
After completion of the memorandum, the probability areas were ground-truthed prior to the assessment of the final alternatives. The criteria for the production and description of the probability areas are presented on pages 26 and 27 of the CRAS. After completion of a portion of the Phase I assessment, The District's consultant staff met with Brian Yates and Jennifer Ross on August 17th, 2009 to discuss the probability assessment memorandum, to verify the fieldwork standards utilized on the Phase I assessment of the alternatives developed at that time, and to determine if any additional information would be needed by DHR to complete their review. Mr. Yates stated that the fieldwork standards were sufficient and exceeded DHR's expectations.

It is stated in DHR's letter that the *Bay Line Rail Road (BY1366)* and the *Kent Cemetery (BY1362)* are eligible for listing on the *National Register of Historic Places (NRHP)*. Based on our analysis, these sites are not eligible for listing nor has DHR previously indicated in earlier meetings they should be considered as eligible. We will be glad to discuss this discrepancy further and provide you with additional information concerning these two properties

Additionally, the CRAS was submitted to FHWA on March 1, 2011. FHWA submitted the report to DHR on March 22, 2011. DHR provided comments on May 27, 2011. This excessive review period should have allowed DHR to produce more detailed comments regarding the insufficiencies of the CRAs.

As requested in your letter, the Department agrees that it would be a good idea to meet with DHR and FHWA to further discuss these issues and how they can be resolved. We will be contacting you soon to set up a meeting. In the meantime, if you have any questions, please contact me at 850.415.9508 or by e-mail at amanda.marshall@dot.state.fl.us.

Sincerely,



for
Amanda Marshall
Cultural Resources Coordinator

CC: Cathy Kendall – FHWA
Alyssa McManus – SHPO
Laura Haddock – FDOT
Blair Martin – FDOT
Alan Vann – FDOT
Frank Keel – Atkins

5/21/12 FDOT Letter to FHWA Submitting CRAS Addendum



Florida Department of Transportation

RICK SCOTT
GOVERNOR

District 3
Post Office Box 607 1074 Highway 90
Chipley, Florida 32428-0607

ANANTH PRASAD, P.E.
SECRETARY

District Environmental Management Office
Post Office Box 607
Chipley, Florida 32428-0607

May 21, 2012

Mr. Martin C. Knopp, P.E.
Division Administrator
ATTN: Cathy Kendall
Federal Highway Administration
545 John Knox Road, Suite 200
Tallahassee, Florida 32303

Subject: **Addendum: A Cultural Resources Assessment of the Gulf Coast Parkway, Bay, Calhoun and Gulf Counties, Florida**
FPID #: 410981-2-28-01
County: Bay, Calhoun and Gulf

Dear Mr. Knopp:

An addendum to the survey report entitled, **A Cultural Resources Assessment of the Gulf Coast Parkway, Bay, Calhoun, and Gulf Counties, Florida**, is attached for your review and consideration. After meeting with SHPO, FHWA and FDOT revisions to the original document to clarify report graphics, the description of the APE, and field methodology were completed. Based on instruction from the SHPO office, these revisions were submitted directly back to your office in October 2011. After review by the SHPO all comments were determined to be adequately addressed, however, additional concerns remained about the boundaries of the Allanton Farmstead (8BY1348). Specifically, SHPO wanted to ensure the boundaries accurately reflected the original boundaries of the century farm.

On April 12, 2012, SHPO staff, FDOT and Atkins met to discuss these concerns. It was decided to extend the boundaries further to the north and east as well as extend the boundaries south to the bay, which according to the century farm application submitted the Florida Department of Agriculture and Consumer Services, reflects the original family owned lands. SHPO also inquired about the status of the structure that appears in the pecan orchard. This structure was erroneously believed to have been demolished; however, a field visit in late April 2012 confirmed this structure was extant. The structure is 8BY1554.

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Mr. Knopp
May 21, 2012
Page 2

Based on our evaluations and discussions with the SHPO staff, it remains our position that completion of Alternative 17/19 will have no adverse effect to 8BY1348. Although the boundaries of the resources have changed they have not moved closer the proposed bridge and approaches over East Bay. The bridge will make land approximately 700 feet east of the eastern site boundary. We have included a rendering which shows that due to the existing vegetation and planted pine, the bridge and its approaches will not be visible from the eastern site boundary. The highest point of the proposed 75-foot high bridge is approximately 2,700 feet southeast of 8BY1348.

This information is being provided in accordance with the provisions of the National Historic Preservation Act of 1966, as amended, which are implemented by the procedures contained in 36 C.F.R., Part 800, as well as the provisions contained in Section 267.061, *Florida Statutes*, and Chapter 1A-46, *Florida Administrative Code*.

Sincerely,

A handwritten signature in blue ink, appearing to read "Alan Vann".

Alan Vann
Project Manager

Attachment

cc: Cathy Kendall, FHWA
Alan Vann, FDOT

6/1/12 SHPO Concurrence with CRAS



FLORIDA DEPARTMENT of STATE

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Governor

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June 1, 2012

ENVIRONMENTAL MANAGEMENT
OFFICE

Cathy Kendall
US Department of Transportation
Federal Highway Administration
Florida Division Office
545 John Knox Road, Suite 200
Tallahassee, Florida 32303

RE: DHR Project File No.: 2012-2331 (x-ref: 2011-1200, 2011-4896)
Received by DHR: May 24, 2012
Financial Project ID No: 410981-2-28-01
Project: *Cultural Resource Assessment Survey: Gulf Coast Parkway*
County: Bay, Calhoun, Gulf

Dear Ms. Kendall:

This office received and reviewed the above referenced project in accordance with Section 106 of the National Historic Preservation Act of 1966 as amended, 36 CFR Part 800: Protection of Historic Properties, and Chapter 267, *Florida Statutes*. It is the responsibility of the State Historic Preservation Officer to advise and assist, as appropriate, Federal and State agencies in carrying out their historic preservation responsibilities; to cooperate with agencies to ensure that historic properties are taken into consideration at all levels of planning and development; and to consult with the appropriate agencies in accordance with the National Historic Preservation Act of 1966 as amended, on undertakings that may affect historic properties and the content and sufficiency of any plans developed to protect, manage, or to reduce or mitigate harm to such properties.

This proposed project involves the construction of a new roadway connecting US 98 in Gulf County to US 231 and US 98 in Bay County. The project includes a new high-level bridge across the Intracoastal Waterway. Atkins completed a cultural resources assessment survey in 2011. The survey resulted in the identification of 25 resources. The Federal Highway Administration determined that all but three resources were not eligible for the National Register of Historic Places (NRHP). Three resources – 8BY1348, 8GU187, and 8GU193 – were determined eligible for the NRHP. It should be noted that resource 8BY1348 is a resource group that consisted of eight contributing elements, therefore the original number of resources determined eligible by FHWA was 12.



DIVISION OF HISTORICAL RESOURCES
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Ms. Cathy Kendall
DHR Project File Number: 2012-2331
June 1, 2012
Page 2

Additional information submitted by Atkins to this office has resulted in the identification of one additional resource (well, 8BY1566) contributing to the NRHP-eligible Allanton Homestead (8BY1348). This addition resulted in a total of 9 contributing resources to the Allanton Homestead (8BY1348). Additional information submitted by Atkins also assisted in the determination of the NRHP-boundaries for the Allanton Homestead, which are documented in the *Addendum to the Gulf Coast Parkway* (May 2012, 2012-2331).

This office concurs with the determinations of eligibility made by FHWA in March 2011 (2011-1200) with the following exceptions:

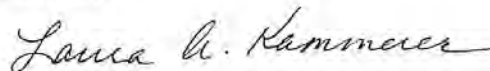
8BY1362 – Kent Cemetery – insufficient information
8BY1364 – Kent/Majette – insufficient information
8BY1366 – Atlanta & St. Andrews Railroad – eligible for the NRHP

Based on the location and nature of the undertaking this office concurs with the determination that no historic properties will be affected [as per 36 C.F.R. Part 800, § 800.4(d)(1)] by the proposed project.

This office requests further consultation in regards to possible underwater archaeological resources and effects on these resources once a final corridor is identified.

If you have any questions, please contact Ginny Jones, Architectural Historian, Transportation Compliance Review Program, via email ginny.jones@dos.myflorida.com, or at 850.245.6333.

Sincerely,



Laura A. Kammerer
Deputy State Historic Preservation Officer
For Review and Compliance

PC: Amanda Marshall, FDOT District 3, Chipley
Roy Jackson, FDOT CEMO, Tallahassee/#5500

6/11/12 FHWA Concurrence with CRAS

From: Cathy.Kendall@dot.gov [Cathy.Kendall@dot.gov]
Sent: Monday, June 11, 2012 11:04 AM
To: Marshall, Amanda
Cc: Benito.Cunill@dot.gov
Subject: Gulf Coast Pkwy CRAS

Amanda,

The SHPO has concurred with the no adverse effects determination for the Gulf Coast Parkway CRAS. SHPO does, however, have a difference of opinion regarding eligibility determinations for a few of the resources, and SHPO is requesting more information on underwater archaeological resources "once a final corridor is identified."

I saw that you were copied on the SHPO concurrence letter, so I will keep this original for my files. Please let us know if you would like us to coordinate with you and SHPO on further Section 106 considerations for this project, such as those concerning potential underwater archaeological resources.

Cathy Kendall, AICP
Environmental Specialist
FHWA – FL, PR and VI
545 John Knox Road, Suite 200
Tallahassee, FL 32303
(850) 553-2225
cathy.kendall@dot.gov

FARMLANDS CORRESPONDENCE

8/31/11 Letter from the Natural Resources Conservation Service

**AD-1006 United States Department of Agriculture (USDA)
Farmland Conversion Impact Rating Form**

United States Department of Agriculture



Natural Resources Conservation Service
2614 NW 43 Street
Gainesville, FL 32606

<http://www.fl.nrcs.usda.gov/>

State Office
P.O. Box 141510
Gainesville, FL 32614-1510

Phone: 352-338-9500
FAX: 352-338-9574

August 31st, 2009

Greg Garrett
Project Coordinator
PBS and J
2639 North Monroe Street, Building C
Tallahassee, Florida 32303

Dear Mr. Garrett,

Enclosed is the AD-1006 for the Gulf Coast Parkway project in Bay, Calhoun, and Gulf Counties.

The review of the Prime Farmland Maps and Prime Farmland Lists for Bay, Calhoun, and Gulf Counties indicates that there are Prime Farmland soils present within the defined Project Area. However, the impacts to Prime Farmland are confined to only Alternative 15 within Calhoun County. The affected map units are MU 5 (Robertsdale fine sandy loam) and MU 17 (Florala loamy sand, 0 to 2 percent slopes). Please see attachments for additional details.

Since this Project encompasses 3 counties, it was necessary to complete the AD-1006 for each county. Attached within the zip file are 3 pdf files with the necessary AD-1006. Also, included are 2 bmp files containing the Prime Farmland assessment overview of all Project Alternatives and a close up of the impacted Prime Farmland map units (with ortho background). If you have any concerns or questions, please feel free to contact me.

Additional maps, interpretations, and ratings can be obtained at the USDA-NRCS Web Soil Survey at:
<http://websoilsurvey.nrcs.usda.gov/app/>.

Sincerely,

Rick

Rick Robbins
USDA-NRCS
Soil Scientist
Gainesville, Florida
352.338-9536
rick.a.robbs@fl.usda.gov

w/attachments

cc: Byrant Brantley

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FARMLAND CONVERSION IMPACT RATING

PART I (To be completed by Federal Agency)		Date Of Land Evaluation Request 8/21/09			
Name Of Project Gulf Coast Parkway		Federal Agency Involved Federal Highway Administration			
Proposed Land Use New Alignment		County And State Calhoun County, Florida			
PART II (To be completed by NRCS)		Date Request Received By NRCS 8/26/09			
Does the site contain prime, unique, statewide or local important farmland? (If no, the FPPA does not apply -- do not complete additional parts of this form).		Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>	Acres Irrigated 1455	Average Farm Size 162
Major Crop(s) Cotton, Peanuts, Hay	Farmable Land In Govt. Jurisdiction Acres: 18,008 % 5	Amount Of Farmland As Defined in FPPA Acres: 63,114 % 17			
Name Of Land Evaluation System Used Soil Productivity Rating	Name Of Local Site Assessment System None	Date Land Evaluation Returned By NRCS 9/1/09			
PART III (To be completed by Federal Agency)		Alternative Site Rating			
		Site A	Site B	Site C	Site D
A. Total Acres To Be Converted Directly		110.18			
B. Total Acres To Be Converted Indirectly		0.00			
C. Total Acres In Site		110.18	0.0	0.0	0.0
PART IV (To be completed by NRCS) Land Evaluation Information					
A. Total Acres Prime And Unique Farmland		14.98			
B. Total Acres Statewide And Local Important Farmland		0.00			
C. Percentage Of Farmland In County Or Local Govt. Unit To Be Converted		0.0004			
D. Percentage Of Farmland In Govt. Jurisdiction With Same Or Higher Relative Value		3.4			
PART V (To be completed by NRCS) Land Evaluation Criterion					
Relative Value Of Farmland To Be Converted (Scale of 0 to 100 Points)		71.19	0	0	0
PART VI (To be completed by Federal Agency)					
Site Assessment Criteria (These criteria are explained in 7 CFR 658.5(b))		Maximum Points			
1. Area In Nonurban Use					
2. Perimeter In Nonurban Use					
3. Percent Of Site Being Farmed					
4. Protection Provided By State And Local Government					
5. Distance From Urban Builtup Area					
6. Distance To Urban Support Services					
7. Size Of Present Farm Unit Compared To Average					
8. Creation Of Nonfarmable Farmland					
9. Availability Of Farm Support Services					
10. On-Farm Investments					
11. Effects Of Conversion On Farm Support Services					
12. Compatibility With Existing Agricultural Use					
TOTAL SITE ASSESSMENT POINTS		160	0	0	0
PART VII (To be completed by Federal Agency)					
Relative Value Of Farmland (From Part V)		100	71.19	0	0
Total Site Assessment (From Part VI above or a local site assessment)		160	0	0	0
TOTAL POINTS (Total of above 2 lines)		260	71	0	0
Site Selected:		Date Of Selection		Was A Local Site Assessment Used?	
Reason For Selection:				Yes <input type="checkbox"/> No <input type="checkbox"/>	

(See Instructions on reverse side)

This form was electronically produced by National Production Services Staff

Clear Form

Form AD-1006 (10-83)

STEPS IN THE PROCESSING THE FARMLAND AND CONVERSION IMPACT RATING FORM

Step 1 – Federal agencies involved in proposed projects that may convert farmland, as defined in the Farmland Protection Policy Act (FPPA) to nonagricultural uses, will initially complete Parts I and III of the form.

Step 2 – Originator will send copies A, B and C together with maps indicating locations of site(s), to the Natural Resources Conservation Service (NRCS) local field office and retain copy D for their files. (Note: NRCS has a field office in most counties in the U.S. The field office is usually located in the county seat. A list of field office locations are available from the NRCS State Conservationist in each state).

Step 3 – NRCS will, within 45 calendar days after receipt of form, make a determination as to whether the site(s) of the proposed project contains prime, unique, statewide or local important farmland.

Step 4 – In cases where farmland covered by the FPPA will be converted by the proposed project, NRCS field offices will complete Parts II, IV and V of the form.

Step 5 – NRCS will return copy A and B of the form to the Federal agency involved in the project. (Copy C will be retained for NRCS records).

Step 6 – The Federal agency involved in the proposed project will complete Parts VI and VII of the form.

Step 7 – The Federal agency involved in the proposed project will make a determination as to whether the proposed conversion is consistent with the FPPA and the agency's internal policies.

INSTRUCTIONS FOR COMPLETING THE FARMLAND CONVERSION IMPACT RATING FORM

Part I: In completing the "County And State" questions list all the local governments that are responsible for local land controls where site(s) are to be evaluated.

Part III: In completing item B (Total Acres To Be Converted Indirectly), include the following:

1. Acres not being directly converted but that would no longer be capable of being farmed after the conversion, because the conversion would restrict access to them.
2. Acres planned to receive services from an infrastructure project as indicated in the project justification (e.g. highways, utilities) that will cause a direct conversion.

Part VI: Do not complete Part VI if a local site assessment is used.

Assign the maximum points for each site assessment criterion as shown in §658.5 (b) of CFR. In cases of corridor-type projects such as transportation, powerline and flood control, criteria #5 and #6 will not apply and will be weighed zero, however, criterion #8 will be weighed a maximum of 25 points, and criterion #11 a maximum of 25 points.

Individual Federal agencies at the national level, may assign relative weights among the 12 site assessment criteria other than those shown in the FPPA rule. In all cases where other weights are assigned relative adjustments must be made to maintain the maximum total weight points at 160.

In rating alternative sites, Federal agencies shall consider each of the criteria and assign points within the limits established in the FPPA rule. Sites most suitable for protection under these criteria will receive the highest total scores, and sites least suitable, the lowest scores.

Part VII: In computing the "Total Site Assessment Points" where a State or local site assessment is used and the total maximum number of points is other than 160, adjust the site assessment points to a base of 160. Example: if the Site Assessment maximum is 200 points, and alternative Site "A" is rated 180 points:

Total points assigned Site A = $180 \times 160 = 144$ points for Site "A."

Maximum points possible 200

Site Assessment Scoring for the Twelve Factors Used in FPPA

The Site Assessment criteria used in the Farmland Protection Policy Act (FPPA) rule are designed to assess important factors other than the agricultural value of the land when determining which alternative sites should receive the highest level of protection from conversion to non agricultural uses.

Twelve factors are used for Site Assessment and ten factors for corridor-type sites. Each factor is listed in an outline form, without detailed definitions or guidelines to follow in the rating process. The purpose of this document is to expand the definitions of use of each of the twelve Site Assessment factors so that all persons can have a clear understanding as to what each factor is intended to evaluate and how points are assigned for given conditions.

In each of the 12 factors a number rating system is used to determine which sites deserve the most protection from conversion to non-farm uses. The higher the number value given to a proposed site, the more protection it will receive. The maximum scores are 10, 15 and 20 points, depending upon the relative importance of each particular question. If a question significantly relates to why a parcel of land should not be converted, the question has a maximum possible protection value of 20, whereas a question which does not have such a significant impact upon whether a site would be converted, would have fewer maximum points possible, for example 10.

The following guidelines should be used in rating the twelve Site Assessment criteria:

1. How much land is in non-urban use within a radius of 1.0 mile from where the project is intended?

More than 90 percent:	15 points
90-20 percent:	14 to 1 points
Less than 20 percent:	0 points

This factor is designed to evaluate the extent to which the area within one mile of the proposed site is non-urban area. For purposes of this rule, "non-urban" should include:

- Agricultural land (crop-fruit trees, nuts, oilseed)
- Range land
- Forest land
- Golf Courses
- Non paved parks and recreational areas
- Mining sites
- Farm Storage
- Lakes, ponds and other water bodies
- Rural roads, and through roads without houses or buildings
- Open space
- Wetlands
- Fish production
- Pasture or hayland

Urban uses include:

- Houses (other than farm houses)
- Apartment buildings
- Commercial buildings
- Industrial buildings
- Paved recreational areas (i.e. tennis courts)
- Streets in areas with 30 structures per 40 acres
- Gas stations

- Equipment, supply stores
- Off-farm storage
- Processing plants
- Shopping malls
- Utilities/Services
- Medical buildings

In rating this factor, an area one-mile from the outer edge of the proposed site should be outlined on a current photo; the areas that are urban should be outlined. For rural houses and other buildings with unknown sizes, use 1 and 1/3 acres per structure. For roads with houses on only one side, use one half of road for urban and one half for non-urban.

The purpose of this rating process is to insure that the most valuable and viable farmlands are protected from development projects sponsored by the Federal Government. With this goal in mind, factor S1 suggests that the more agricultural lands surrounding the parcel boundary in question, the more protection from development this site should receive. Accordingly, a site with a large quantity of non-urban land surrounding it will receive a greater number of points for protection from development. Thus, where more than 90 percent of the area around the proposed site (do not include the proposed site in this assessment) is non-urban, assign 15 points. Where 20 percent or less is non-urban, assign 0 points. Where the area lies between 20 and 90 percent non-urban, assign appropriate points from 14 to 1, as noted below.

Percent Non-Urban Land within 1 mile	Points
90 percent or greater	15
85 to 89 percent	14
80 to 84 percent	13
75 to 79 percent	12
70 to 74 percent	11
65 to 69 percent	10
60 to 64 percent	9
55 to 59 percent	8
50 to 54 percent	7
45 to 49 percent	6
40 to 44 percent	5
35 to 39 percent	4
30 to 34 percent	3
25 to 29 percent	2
21 to 24 percent	1
20 percent or less	0

2. How much of the perimeter of the site borders on land in non-urban use?

More than 90 percent:	10 points
90 to 20 percent:	9 to 1 point(s)
Less than 20 percent:	0 points

This factor is designed to evaluate the extent to which the land adjacent to the proposed site is non-urban use. Where factor #1 evaluates the general location of the proposed site, this factor evaluates the immediate perimeter of the site. The definition of urban and non-urban uses in factor #1 should be used for this factor.

In rating the second factor, measure the perimeter of the site that is in non-urban and urban use. Where more than 90 percent of the perimeter is in non-urban use, score this factor 10 points. Where less than 20 percent, assign 0 points. If a road is next to the perimeter, class the area according to the

23 to 25 percent	2
20 to 22 percent percent or Less	1
Less than 20 percent	0

4. Is the site subject to state or unit of local government policies or programs to protect farmland or covered by private programs to protect farmland?

Site is protected:	20 points
Site is not protected:	0 points

This factor is designed to evaluate the extent to which state and local government and private programs have made efforts to protect this site from conversion.

State and local policies and programs to protect farmland include:

State Policies and Programs to Protect Farmland

1. Tax Relief:

A. Differential Assessment: Agricultural lands are taxed on their agricultural use value, rather than at market value. As a result, farmers pay fewer taxes on their land, which helps keep them in business, and therefore helps to insure that the farmland will not be converted to nonagricultural uses.

1. Preferential Assessment for Property Tax: Landowners with parcels of land used for agriculture are given the privilege of differential assessment.
2. Deferred Taxation for Property Tax: Landowners are deterred from converting their land to nonfarm uses, because if they do so, they must pay back taxes at market value.
3. Restrictive Agreement for Property Tax: Landowners who want to receive Differential Assessment must agree to keep their land in - eligible use.

B. Income Tax Credits

Circuit Breaker Tax Credits: Authorize an eligible owner of farmland to apply some or all of the property taxes on his or her farmland and farm structures as a tax credit against the owner's state income tax.

C. Estate and Inheritance Tax Benefits

Farm Use Valuation for Death Tax: Exemption of state tax liability to eligible farm estates.

2. "Right to farm" laws:

Prohibits local governments from enacting laws which will place restrictions upon normally accepted farming practices, for example, the generation of noise, odor or dust.

3. Agricultural Districting:

Wherein farmers voluntarily organize districts of agricultural land to be legally recognized geographic areas. These farmers receive benefits, such as protection from annexation, in exchange for keeping land within the district for a given number of years.

4. Land Use Controls: Agricultural Zoning:

Types of Agricultural Zoning Ordinances include:

- A. Exclusive: In which the agricultural zone is restricted to only farm-related dwellings, with, for example, a minimum of 40 acres per dwelling unit.
- B. Non-Exclusive: In which non-farm dwellings are allowed, but the density remains low, such as 20 acres per dwelling unit.

Additional Zoning techniques include:

- A. Sliding Scale: This method looks at zoning according to the total size of the parcel owned. For example, the number of dwelling units per a given number of acres may change from county to county according to the existing land acreage to dwelling unit ratio of surrounding parcels of land within the specific area.
- B. Point System or Numerical Approach: Approaches land use permits on a case by case basis.

LESA: The LESA system (Land Evaluation-Site Assessment) is used as a tool to help assess options for land use on an evaluation of productivity weighed against commitment to urban development.
- C. Conditional Use: Based upon the evaluation on a case by case basis by the Board of Zoning Adjustment. Also may include the method of using special land use permits.

5. Development Rights:

- A. Purchase of Development Rights (PDR): Where development rights are purchased by Government action.

Buffer Zoning Districts: Buffer Zoning Districts are an example of land purchased by Government action. This land is included in zoning ordinances in order to preserve and protect agricultural lands from non-farm land uses encroaching upon them.
- B. Transfer of Development Rights (TDR): Development rights are transferable for use in other locations designated as receiving areas. TDR is considered a locally based action (not state), because it requires a voluntary decision on the part of the individual landowners.

6. Governor's Executive Order: Policy made by the Governor, stating the importance of agriculture, and the preservation of agricultural lands. The Governor orders the state agencies to avoid the unnecessary conversion of important farmland to nonagricultural uses.

7. Voluntary State Programs:

- A. California's Program of Restrictive Agreements and Differential Assessments: The California Land Conservation Act of 1965, commonly known as the Williamson Act, allows cities, counties and individual landowners to form agricultural preserves and enter into contracts for 10 or more years to insure that these parcels of land remain strictly for agricultural use. Since 1972 the Act has extended eligibility to recreational and open space lands such as scenic highway corridors, salt ponds and wildlife preserves. These contractually restricted lands may be taxed differentially for their real value. One hundred-acre districts constitute the minimum land size eligible.

Suggestion: An improved version of the Act would state that if the land is converted after the contract expires, the landowner must pay the difference in the taxes between market value for the land and the agricultural tax value which he or she had been

paying under the Act. This measure would help to insure that farmland would not be converted after the 10 year period ends.

- B. Maryland Agricultural Land Preservation Program: Agricultural landowners within agricultural districts have the opportunity to sell their development rights to the Maryland Land Preservation Foundation under the agreement that these landowners will not subdivide or develop their land for an initial period of five years. After five years the landowner may terminate the agreement with one year notice.

As is stated above under the California Williamson Act, the landowner should pay the back taxes on the property if he or she decides to convert the land after the contract expires, in order to discourage such conversions.

- C. Wisconsin Income Tax Incentive Program: The Wisconsin Farmland Preservation Program of December 1977 encourages local jurisdictions in Wisconsin to adopt agricultural preservation plans or exclusive agricultural district zoning ordinances in exchange for credit against state income tax and exemption from special utility assessment. Eligible candidates include local governments and landowners with at least 35 acres of land per dwelling unit in agricultural use and gross farm profits of at least \$6,000 per year, or \$18,000 over three years.

8. Mandatory State Programs:

- A. The Environmental Control Act in the state of Vermont was adopted in 1970 by the Vermont State Legislature. The Act established an environmental board with 9 members (appointed by the Governor) to implement a planning process and a permit system to screen most subdivisions and development proposals according to specific criteria stated in the law. The planning process consists of an interim and a final Land Capability and Development Plan, the latter of which acts as a policy plan to control development. The policies are written in order to:
- prevent air and water pollution;
 - protect scenic or natural beauty, historic sites and rare and irreplaceable natural areas; and
 - consider the impacts of growth and reduction of development on areas of primary agricultural soils.
- B. The California State Coastal Commission: In 1976 the Coastal Act was passed to establish a permanent Coastal Commission with permit and planning authority. The purpose of the Coastal Commission was and is to protect the sensitive coastal zone environment and its resources, while accommodating the social and economic needs of the state. The Commission has the power to regulate development in the coastal zones by issuing permits on a case by case basis until local agencies can develop their own coastal plans, which must be certified by the Coastal Commission.
- C. Hawaii's Program of State Zoning: In 1961, the Hawaii State Legislature established Act 187, the Land Use Law, to protect the farmland and the welfare of the local people of Hawaii by planning to avoid "unnecessary urbanization". The Law made all state lands into four districts: agricultural, conservation, rural and urban. The Governor appointed members to a State Land Use Commission, whose duties were to uphold the Law and form the boundaries of the four districts. In addition to state zoning, the Land Use Law introduced a program of Differential Assessment, wherein agricultural landowners paid taxes on their land for its agricultural use value, rather than its market value.
- D. The Oregon Land Use Act of 1973: This act established the Land Conservation and Development Commission (LCDC) to provide statewide planning goals and guidelines.

Under this Act, Oregon cities and counties are each required to draw up a comprehensive plan, consistent with statewide planning goals. Agricultural land preservation is high on the list of state goals to be followed locally.

If the proposed site is subject to or has used one or more of the above farmland protection programs or policies, score the site 20 points. If none of the above policies or programs apply to this site, score 0 points.

5. How close is the site to an urban built-up area?

The site is 2 miles or more from an urban built-up area	15 points
The site is more than 1 mile but less than 2 miles from an urban built-up area	10 points
The site is less than 1 mile from, but is not adjacent to an urban built-up area	5 points
The site is adjacent to an urban built-up area	0 points

This factor is designed to evaluate the extent to which the proposed site is located next to an existing urban area. The urban built-up area must be 2500 population. The measurement from the built-up area should be made from the point at which the density is 30 structures per 40 acres and with no open or non-urban land existing between the major built-up areas and this point. Suburbs adjacent to cities or urban built-up areas should be considered as part of that urban area.

For greater accuracy, use the following chart to determine how much protection the site should receive according to its distance from an urban area. See chart below:

Distance From Perimeter of Site to Urban Area	Points
More than 10,560 feet	15
9,860 to 10,559 feet	14
9,160 to 9,859 feet	13
8,460 to 9,159 feet	12
7,760 to 8,459 feet	11
7,060 to 7,759 feet	10
6,360 to 7,059 feet	9
5,660 to 6,359 feet	8
4,960 to 5,659 feet	7
4,260 to 4,959 feet	6
3,560 to 4,259 feet	5
2,860 to 3,559 feet	4
2,160 to 2,859 feet	3
1,460 to 2,159 feet	2
760 to 1,459 feet	1
Less than 760 feet (adjacent)	0

6. How close is the site to water lines, sewer lines and/or other local facilities and services whose capacities and design would promote nonagricultural use?

None of the services exist nearer than 3 miles from the site	15 points
Some of the services exist more than one but less than 3 miles from the site	10 points
All of the services exist within 1/2 mile of the site	0 points

This question determines how much infrastructure (water, sewer, etc.) is in place which could facilitate nonagricultural development. The fewer facilities in place, the more difficult it is to develop an area. Thus, if a proposed site is further away from these services (more than 3 miles distance away), the site should be awarded the highest number of points (15). As the distance of the parcel of land to services decreases, the number of points awarded declines as well. So, when the site is equal to or further than 1 mile but less than 3 miles away from services, it should be given 10 points. Accordingly, if this distance is 1/2 mile to less than 1 mile, award 5 points; and if the distance from land to services is less than 1/2 mile, award 0 points.

Distance to public facilities should be measured from the perimeter of the parcel in question to the nearest site(s) where necessary facilities are located. If there is more than one distance (i.e. from site to water and from site to sewer), use the average distance (add all distances and then divide by the number of different distances to get the average).

Facilities which could promote nonagricultural use include:

- Water lines
- Sewer lines
- Power lines
- Gas lines
- Circulation (roads)
- Fire and police protection
- Schools

7. Is the farm unit(s) containing the site (before the project) as large as the average-size farming unit in the county? (Average farm sizes in each county are available from the NRCS field offices in each state. Data are from the latest available Census of Agriculture, Acreage of Farm Units in Operation with \$1,000 or more in sales.)

As large or larger:	10 points
Below average: Deduct 1 point for each 5 percent below the average, down to 0 points if 50 percent or more is below average	9 to 0 points

This factor is designed to determine how much protection the site should receive, according to its size in relation to the average size of farming units within the county. The larger the parcel of land, the more agricultural use value the land possesses, and vice versa. Thus, if the farm unit is as large or larger than the county average, it receives the maximum number of points (10). The smaller the parcel of land compared to the county average, the fewer number of points given. Please see below:

Parcel Size in Relation to Average County Size	Points
Same size or larger than average (100 percent)	10
95 percent of average	9
90 percent of average	8
85 percent of average	7
80 percent of average	6
75 percent of average	5
70 percent of average	4
65 percent of average	3
60 percent of average	2
55 percent of average	1
50 percent or below county average	0

State and local Natural Resources Conservation Service offices will have the average farm size information, provided by the latest available Census of Agriculture data

8. If this site is chosen for the project, how much of the remaining land on the farm will become non-farmable because of interference with land patterns?

Acreage equal to more than 25 percent of acres directly converted by the project	10 points
Acreage equal to between 25 and 5 percent of the acres directly converted by the project	9 to 1 point(s)
Acreage equal to less than 5 percent of the acres directly converted by the project	0 points

This factor tackles the question of how the proposed development will affect the rest of the land on the farm. The site which deserves the most protection from conversion will receive the greatest number of points, and vice versa. For example, if the project is small, such as an extension on a house, the rest of the agricultural land would remain farmable, and thus a lower number of points is given to the site. Whereas if a large-scale highway is planned, a greater portion of the land (not including the site) will become non-farmable, since access to the farmland will be blocked; and thus, the site should receive the highest number of points (10) as protection from conversion.

Conversion uses of the Site Which Would Make the Rest of the Land Non-Farmable by Interfering with Land Patterns

Conversions which make the rest of the property nonfarmable include any development which blocks accessibility to the rest of the site. Examples are highways, railroads, dams or development along the front of a site restricting access to the rest of the property.

The point scoring is as follows:

Amount of Land Not Including the Site Which Will Become Non-Farmable	Points
25 percent or greater	10
23 - 24 percent	9
21 - 22 percent	8
19 - 20 percent	7
17 - 18 percent	6
15 - 16 percent	5
13 - 14 percent	4
11 - 12 percent	3
9 - 11 percent	2
6 - 8 percent	1
5 percent or less	0

9. Does the site have available adequate supply of farm support services and markets, i.e., farm suppliers, equipment dealers, processing and storage facilities and farmer's markets?

All required services are available	5 points
Some required services are available	4 to 1 point(s)
No required services are available	0 points

This factor is used to assess whether there are adequate support facilities, activities and industry to keep the farming business in business. The more support facilities available to the agricultural

landowner, the more feasible it is for him or her to stay in production. In addition, agricultural support facilities are compatible with farmland. This fact is important, because some land uses are not compatible; for example, development next to farmland can be dangerous to the welfare of the agricultural land, as a result of pressure from the neighbors who often do not appreciate the noise, smells and dust intrinsic to farmland. Thus, when all required agricultural support services are available, the maximum number of points (5) are awarded. When some services are available, 4 to 1 point(s) are awarded; and consequently, when no services are available, no points are given. See below:

Percent of Services Available	Points
100 percent	5
75 to 99 percent	4
50 to 74 percent	3
25 to 49 percent	2
1 to 24 percent	1
No services	0

10. Does the site have substantial and well-maintained on farm investments such as barns, other storage buildings, fruit trees and vines, field terraces, drainage, irrigation, waterways, or other soil and water conservation measures?

High amount of on-farm investment	20 points
Moderate amount of non-farm investment	19 to 1 point(s)
No on-farm investments	0 points

This factor assesses the quantity of agricultural facilities in place on the proposed site. If a significant agricultural infrastructure exists, the site should continue to be used for farming, and thus the parcel will receive the highest amount of points towards protection from conversion or development. If there is little on farm investment, the site will receive comparatively less protection. See-below:

Amount of On-farm Investment	Points
As much or more than necessary to maintain production (100 percent)	20
95 to 99 percent	19
90 to 94 percent	18
85 to 89 percent	17
80 to 84 percent	16
75 to 79 percent	15
70 to 74 percent	14
65 to 69 percent	13
60 to 64 percent	12
55 to 59 percent	11
50 to 54 percent	10
45 to 49 percent	9
40 to 44 percent	8
35 to 39 percent	7
30 to 34 percent	6
25 to 29 percent	5
20 to 24 percent	4
15 to 19 percent	3
10 to 14 percent	2
5 to 9 percent	1
0 to 4 percent	0

11. Would the project at this site, by converting farmland to nonagricultural use, reduce the support for farm support services so as to jeopardize the continued existence of these support services and thus, the viability of the farms remaining in the area?

Substantial reduction in demand for support services if the site is converted	10 points
Some reduction in demand for support services if the site is converted	9 to 1 point(s)
No significant reduction in demand for support services if the site is converted	0 points

This factor determines whether there are other agriculturally related activities, businesses or jobs dependent upon the working of the pre-converted site in order for the others to remain in production. The more people and farming activities relying upon this land, the more protection it should receive from conversion. Thus, if a substantial reduction in demand for support services were to occur as a result of conversions, the proposed site would receive a high score of 10; some reduction in demand would receive 9 to 1 point(s), and no significant reduction in demand would receive no points.

Specific points are outlined as follows:

Amount of Reduction in Support Services if Site is Converted to Nonagricultural Use	Points
Substantial reduction (100 percent)	10
90 to 99 percent	9
80 to 89 percent	8
70 to 79 percent	7
60 to 69 percent	6
50 to 59 percent	5
40 to 49 percent	4
30 to 39 percent	3
20 to 29 percent	2
10 to 19 percent	1
No significant reduction (0 to 9 percent)	0

12. Is the kind and intensity of the proposed use of the site sufficiently incompatible with agriculture that it is likely to contribute to the eventual conversion of the surrounding farmland to nonagricultural use?

Proposed project is incompatible with existing agricultural use of surrounding farmland	10 points
Proposed project is tolerable of existing agricultural use of surrounding farmland	9 to 1 point(s)
Proposed project is fully compatible with existing agricultural use of surrounding farmland	0 points

Factor 12 determines whether conversion of the proposed agricultural site will eventually cause the conversion of neighboring farmland as a result of incompatibility of use of the first with the latter. The more incompatible the proposed conversion is with agriculture, the more protection this site receives from conversion. Therefore, if the proposed conversion is incompatible with agriculture, the site receives 10 points. If the project is tolerable with agriculture, it receives 9 to 1 points; and if the proposed conversion is compatible with agriculture, it receives 0 points.

CORRIDOR - TYPE SITE ASSESSMENT CRITERIA

The following criteria are to be used for projects that have a linear or corridor - type site configuration connecting two distant points, and crossing several different tracts of land. These include utility lines, highways, railroads, stream improvements, and flood control systems. Federal agencies are to assess the suitability of each corridor-type site or design alternative for protection as farmland along with the land evaluation information.

For Water and Waste Programs, corridor analyses are not applicable for distribution or collection networks. Analyses are applicable for transmission or trunk lines where placement of the lines are flexible.

(1) How much land is in nonurban use within a radius of 1.0 mile from where the project is intended?

- | | |
|--------------------------|-----------------------|
| (2) More than 90 percent | (3) 15 points |
| (4) 90 to 20 percent | (5) 14 to 1 point(s). |
| (6) Less than 20 percent | (7) 0 points |

(2) How much of the perimeter of the site borders on land in nonurban use?

- | | |
|--------------------------|-------------------|
| (3) More than 90 percent | (4) 10 point(s) |
| (5) 90 to 20 percent | (6) 9 to 1 points |
| (7) less than 20 percent | (8) 0 points |

(3) How much of the site has been farmed (managed for a scheduled harvest or timber activity) more than five of the last 10 years?

- | | |
|--------------------------|----------------------|
| (4) More than 90 percent | (5) 20 points |
| (6) 90 to 20 percent | (7) 19 to 1 point(s) |
| (8) Less than 20 percent | (9) 0 points |

(4) Is the site subject to state or unit of local government policies or programs to protect farmland or covered by private programs to protect farmland?

- | | |
|-----------------------|-----------|
| Site is protected | 20 points |
| Site is not protected | 0 points |

(5) Is the farm unit(s) containing the site (before the project) as large as the average - size farming unit in the County? (Average farm sizes in each county are available from the NRCS field offices in each state. Data are from the latest available Census of Agriculture, Acreage of Farm Units in Operation with \$1,000 or more in sales.)

- | | |
|---|---------------|
| As large or larger | 10 points |
| Below average deduct 1 point for each 5 percent below the average, down to 0 points if 50 percent or more below average | 9 to 0 points |

(6) If the site is chosen for the project, how much of the remaining land on the farm will become non-farmable because of interference with land patterns?

- | | |
|--|------------------|
| Acreage equal to more than 25 percent of acres directly converted by the project | 25 points |
| Acreage equal to between 25 and 5 percent of the acres directly converted by the project | 1 to 24 point(s) |
| Acreage equal to less than 5 percent of the acres directly converted by the project | 0 points |

- (7) Does the site have available adequate supply of farm support services and markets, i.e., farm suppliers, equipment dealers, processing and storage facilities and farmer's markets?

All required services are available	5 points
Some required services are available	4 to 1 point(s)
No required services are available	0 points

- (8) Does the site have substantial and well-maintained on-farm investments such as barns, other storage building, fruit trees and vines, field terraces, drainage, irrigation, waterways, or other soil and water conservation measures?

High amount of on-farm investment	20 points
Moderate amount of on-farm investment	19 to 1 point(s)
No on-farm investment	0 points

- (9) Would the project at this site, by converting farmland to nonagricultural use, reduce the demand for farm support services so as to jeopardize the continued existence of these support services and thus, the viability of the farms remaining in the area?

Substantial reduction in demand for support services if the site is converted	25 points
Some reduction in demand for support services if the site is converted	1 to 24 point(s)
No significant reduction in demand for support services if the site is converted	0 points

- (10) Is the kind and intensity of the proposed use of the site sufficiently incompatible with agriculture that it is likely to contribute to the eventual conversion of surrounding farmland to nonagricultural use?

Proposed project is incompatible to existing agricultural use of surrounding farmland	10 points
Proposed project is tolerable to existing agricultural use of surrounding farmland	9 to 1 point(s)
Proposed project is fully compatible with existing agricultural use of surrounding farmland	0 points

Indirect and Cumulative Effects Report Comments

**6/13/11 Northwest Florida Water Management District Comment
Letter (ICE)**

**FDOT Response Letter to Northwest Florida Water Management
District**



Douglas E. Barr
Executive Director

Northwest Florida Water Management District

81 Water Management Drive, Havana, Florida 32333-4712

(U.S. Highway 90, 10 miles west of Tallahassee)

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MEMORANDUM

TO: Greg Garrett, Group Manager, Transportation Planning, Atkins
Alan Vann, Florida Department of Transportation

THROUGH: Duncan J. Cairns, Chief, Bureau of Environmental and Resource Planning

FROM: Paul Thorpe, Resource Planning Section Director

DATE: June 3, 2011

SUBJECT: Gulf Coast Parkway Indirect and Cumulative Effects Report

District staff have reviewed the Indirect and Cumulative Effects Report prepared in support of the Draft Environmental Impact Statement. General concerns relating to the analysis and conclusions drawn are identified below:

- The methodology incorporates an assumption (p. 3-3) that any induced growth would not reflect any increase in the project area population, but rather a reallocation of population from one location within the study area to another. Especially since it is applied to the evaluation of indirect and cumulative effects, additional data and analysis are needed to support this assumption. Additionally, the internal consistency of this assumption should be clarified with respect to conclusions elsewhere in the document of induced overall economic growth and activity within the PARA.
- The document seems to indicate that very little new development would be induced by a new roadway, even along the road frontage and at the coastal terminus area. This conclusion seems counter-intuitive and inconsistent with past development trends. Additional data and analysis are needed to support this conclusion. This is particularly important given that the conclusion substantially informs the results of the analysis.
- Much of the related analysis appears to rely on the evaluation of a Delphi group. Additional description is needed concerning the composition of the Delphi group, the information presented to it, and the methodology followed. It is recommended that this be specifically described within the methodology section of the report. Also, as stated previously by District staff, it is recommended that more specific and quantitative methods should be incorporated into the methodology for projecting induced growth. The Delphi technique does not seem very decisive in the actual identification and evaluation of potential impacts. This has significance later in the report, where detailed quantitative calculations are based on growth projections.
- It is recommended that the discussion of land use plans and land development regulations address Gulf County in a manner comparable to that provided for Bay County.
- It is recommended that indirect and cumulative effects on Class III waters be analyzed.

GEORGE ROBERTS
Chair
Panama City

PHILIP K. McMILLAN
Vice Chair
Blountstown

STEVE GHAZVINI
Secretary/Treasurer
Tallahassee

PETER ANTONACCI
Tallahassee

STEPHANIE BLOYD
Panama City Beach

JOYCE ESTES
Eastpoint

TIM NORRIS
Santa Rosa Beach

JERRY PATE
Pensacola

RAPLH RISH
Port St. Joe

- Additional consideration and analysis of the cumulative effects of land use change and increased impervious surface area on water quality are recommended. The analysis provided concludes that permitting requirements would both fully address these effects and likely improve existing water quality problems. Additional analysis is needed to support such conclusions. Past water quality analyses have consistently shown linkages between water quality and land use, impervious surface area and wetland and floodplain resources and functions. These tend to reflect interactive effects of physical changes to the watershed and runoff quality and quantity. District staff are available to provide related literature and data as needed.
- Page 5-37 states that the "direct effect of the proposed project on the 100-year floodplain is the area of 100-year floodplain encompassed by the footprint of each Build Alternative; however, impact on the flood storage function of floodplains will be offset by the construction of stormwater management facilities that will replace the loss of storage capacity by the filling of the floodplain." It is recommended that hydrologic and impoundment effects of the roadway be analyzed, in addition to the direct 100-year floodplain footprint.
- The Region III RWSP does not refer to 10 MGD as being a "reserve." It would be more appropriate to provide an analysis of whether any projected growth in water demand would exceed existing permitted amounts.
- The concluding analyses of cumulative effects on wetland and floodplain resources are based on incorporating calculations that all such resources within areas of projected development would be impacted under the no-build alternative. Thus, the final cumulative effects conclusions (Table 5-48) project that 90 percent of all cumulative wetland impacts and 87-91.7 percent of all cumulative floodplain impacts would occur under the no-build alternative. This analysis and these conclusions do not appear supportable. For example, 100% of the direct roadway footprint impacts and the associated secondary impacts would be certain under a build scenario, whereas full loss of all wetlands in the projected growth areas under no-build conditions would not be at all likely.
- In accordance with the Methodology for the *Analysis of Cumulative Effects for the Gulf Coast Parkway Project Development & Environment Study*, as developed pursuant to the Agency Advisory Group Process, the analysis should address the likelihood that any identified or recommended mitigation or avoidance actions will (or will not) be implemented. In the event that implementation of an avoidance or mitigation action appears questionable, unmitigated cumulative impacts that may result should be clearly identified. This is particularly important given that the final document (Section 5.11.2) emphasizes that the project sponsor and land developers lack responsibility for providing such mitigation.



Florida Department of Transportation

RICK SCOTT
GOVERNOR

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OFFICE OF THE
SECRETARY

Mr. Duncan Cairns, Chief
Bureau of Environmental and Resource Permitting
Northwest Florida Water Management District
81 Water Management Drive
Havana, Florida 32333-4712

Re: Gulf Coast Parkway
FPID #: 410981-2-28-01
County: Bay, Calhoun and Gulf
Preliminary Draft Environmental Impact Statement

Dear Mr. Cairns:

Thank you for your comments on the Preliminary Draft Environmental Impact Statement for the above referenced project. The following presents our proposed responses to those comments.

Floodplains and Floodplain Function

Comment: Data shown on Figure 3-15 (section 3-54) appear to reflect old, no longer effective data from November 2002. Effective data, dated April 2009 is referenced in Table 3-23 (Section 3, page 3-53) but not reflected on the map. It is unclear whether the effective or old data were utilized in the quantification analysis.

Response: The referenced date on Figure 3-15 was in error. The data utilized was the more recent April 2009. Therefore, the date on the figure has been changed.

Comment: Calhoun County flood information was included in the maps on page 3-54, but not referenced in Table 3-23 (FEMA Flood Insurance Studies [FIS] within the study area). It is unclear whether the mapped data were considered in the tabulated analysis in Section 2, page 2-90 (Table 2-27, Natural Environmental Involvement Category Ranking). There appear to be no text references to the Calhoun County data within the Draft EIS. It is unclear whether impacts to floodplains in Calhoun County were evaluated.

Response: The mapped data for Calhoun County was the 2009 DFIRM data. The FIS study for Calhoun County was not included in Table 3-23 because it was being revised and was not available at the time of the report.

Comment: Section 3.6.5, Floodplains, states that the storm surge zones of East Bay have a base flood elevation of 8.0 feet, but data referenced in-house reflect storm surge elevations ranging from 8 to 11 feet. Storm surge zones near the project terminus are mapped as high as 16 feet, but no reference to this was found in the document.

Response: The base flood elevation provided in the Location Hydraulic Report and the Draft EIS reflects the stillwater storm surge elevation of 8.0 feet (NAVD 88) in East Bay near the project alignment. There are higher elevations on the FIRM associated with wave height. The wave crest heights are estimated as elevation 9.0 feet (NAVD 88) in East Bay near the alignment. This difference is not significant and would not affect the selection of alternatives.

In the coastal area, at US 98, at the beginning of the project, there are also wave height elevations noted on the FIRM. The wave heights, including elevation 16 have flood zone limits associated with them. The limits stop on the dune system and are outside the project limits. At US 98 there is a very small Zone AE area identified with a Stillwater elevation of 12.0 feet. This area stops near the gulf side right-of-way of US 98 and will have no effect on the selection of alternatives.

Therefore, no change in the discussion of storm surge has been made.

Water Quality

Comment: It is recommended that the Chapter 4 of the DEIS include a discussion of likely or potential short-term and long-term water quality impacts that would result from construction and operation of a major roadway. Section 4.3.7 discussed water quality, but potential effects were not clearly identified. Pollutants and their potential effects should be identified, as well as the potential for stormwater treatment systems to minimize such effects. Long-term impacts, for example, would include nonpoint source discharge of pollutants, as well as disruption of adjacent wetland and floodplain water quality functions. Short term impacts would include discharge of sediments during construction, increased turbidity in the proximity of construction and downstream, with resulting impacts on benthic aquatic habitats. It would also be appropriate to identify specific stream crossings and proximate surface waters that would potentially be affected by both construction-related impacts and long-term operation. The EIS should also include an assessment of anticipated success of construction BMPs to control sedimentation and turbidity during possible major storm events, such as are not infrequent in the region.

Response: A discussion of pollutants in road run-off and their potential effects has been added to the discussion of water quality as has the identification of specific surface water crossings. Use of best management practices for short-term construction effects is addressed in Section 4.3.20 Construction.

Comment: Section 4.3.7 of the DEIS appears to conclude that the no build alternative would result in greater water quality impacts than any of the build alternatives. The rationale given is that existing stormwater would continue to be untreated under the no-build alternative, while the build alternatives would all meet permitting requirements for treating runoff from the new construction. The given conclusion, however, would only seem valid to the degree that existing stormwater and nonpoint source pollution impacts (which are not otherwise detailed in the analysis) would also be corrected in the process of the new facility construction. In general, construction of new roadways, land disturbance, and impervious surface area would be expected to increase nonpoint source pollution (adding to the existing sources) unless significant existing problems are described and actions proposed to be taken to address the existing impacts are clearly articulated. Thus, it is recommended that the analysis and discussion reflected in this section of the report be reevaluated.

Response: The sentence suggesting potential for improvement in water quality has been removed.

Comment: It would seem that the potential for individual build alternatives to correct existing stormwater and nonpoint issues would differ based how much each proposed alignment incorporates existing roadway corridors. An analysis of this, identifying the relative potential of each build alternative to address existing impacts would be appropriate. If this project does include, as a mitigating measure, the correction and retrofit of existing nonpoint sources, it would be well-worth describing this within the document. Paragraph seven on p. 4-74, however, indicates that no additional stormwater mitigation is being considered beyond meeting direct construction regulatory requirements.

Response: The amount (feet, miles) of existing paved and unpaved roads incorporated by each alternative has been included in the water quality discussion.

Sincerely,



Alan Vann

**6/13/11 Florida Fish and Wildlife Conservation Commission
Comment Letter (ICE)**

**FDOT Response Letter to Florida Fish and Wildlife Conservation
Commission**



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and Wildlife
Conservation
Commission**

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MyFWC.com

June 13, 2011

Mr. Greg Garrett
Group Manager, Transportation Planning
ATKINS Global
2639 N. Monroe Street, Bldg. C
Tallahassee, FL 32303
Greg.Garrett@atkinsglobal.com

RE: Draft Gulf Coast Parkway Indirect and Cumulative Effects Report, Gulf Coast
Parkway PD&E Study, Bay, Gulf, and Calhoun counties

Dear Mr. Garrett:

The Division of Habitat and Species Conservation, Habitat Conservation Scientific Services Section, of the Florida Fish and Wildlife Conservation Commission (FWC), has coordinated our review of the first draft of the Gulf Coast Parkway Indirect and Cumulative Effects (ICE) Report, which was sent to the Interagency Advisory Group via email on May 5, 2011, and provides the following comments and recommendations.

We believe that impacts to the Florida black bear (State Threatened-ST) could result from fragmentation and isolation of existing regional landscape habitat linkages by the construction of this new multi-lane highway through a predominately rural area. Alternatives 8, 14, and 15 would impact lands ranked as critical Linkages 2 under the Florida Ecological Greenways Network which seeks to maintain a connection between the Apalachicola and Eglin Bear Management Units. Some of these impacts could be avoided by the selection of Alternatives 17 or 19. In addition, we believe that a mitigation plan which includes strategically located wildlife underpass structures, including appropriate funnel fencing, in upland areas in addition to bridges over streams, floodplains, and major wetland systems would reduce roadkills and maintain habitat connectivity.

There is also potential for impacts to the Panama City Crayfish (ST) due to the species' very restricted range, which is estimated at 37 square miles within Bay County. Due to its limited range and suitable habitat, additional habitat loss or degradation would likely further imperil this species. Alternatives with the greatest potential for impact on this species include Alternatives 8, 14, 15, 17 and 19. At the present time, the majority of sites known to support this species are under the ownership of a single entity. FWC, in conjunction with the U.S. Fish and Wildlife Service, are pursuing a candidate conservation agreement with the landowner for assurances of long-term protection for this species. We recommend that a commitment be made for this roadway project to secure that conservation agreement.

Our review of the Gulf Coast Parkway ICE analysis concludes that the report covers the pertinent wildlife and habitat issues which were raised by the agencies in our initial meetings and discussions. Overall, the report provides the in-depth analysis and results which can be used by FWC to assess the indirect and cumulative impacts of the project and make recommendations for the increased conservation and protection of wildlife and habitat on the project. We suggest that a meeting with all involved state and federal

Mr. Greg Garrett
Page 2
June 13, 2011

agencies be convened to discuss the project in detail, clarify and better define various issues including a potential regional mitigation plan which addresses resource impacts.

We appreciate the opportunity to provide input on highway design and the conservation of fish and wildlife resources. If you or your staff finds the need to coordinate further on this project, please contact Terry Gilbert at (850) 574-3197 or by email at terry_gilbert@urscorp.com to initiate this process.

Sincerely,



Scott Sanders
Habitat & Species Conservation Section Leader

ss/tsh
ENV 1-13-2
Gulf Coast Parkway_061311



Florida Department of Transportation

RICK SCOTT
GOVERNOR

1074 Highway 90
Chipley, Florida 32428

OFFICE OF THE
SECRETARY

Mr. Scott Sanders
Habitat & Species Conservation Section Leader
Florida Fish and Wildlife Conservation Commission
620 South Meridian Street
Tallahassee, Florida 32399-1600

Re: Gulf Coast Parkway
FPID #: 410981-2-28-01
County: Bay, Calhoun and Gulf
Draft Indirect and Cumulative Effects Report

Dear Mr. Sanders:

Thank you for your comments on the Draft Indirect and Cumulative Effects Report for the above referenced project. The following presents our proposed responses to those comments.

Comment: We believe that impacts to the Florida black bear (State Threatened – ST) could result from fragmentation and isolation of existing regional landscape habitat linkages by the construction of this new multi-lane highway through a predominantly rural area. Alternative 8, 14, and 15 would impact lands ranked as Critical Linkages 2 under the Florida Ecological Greenways Network which seeks to maintain a connection between the Apalachicola and Eglin Bear Management Units. Some of these impacts could be avoided by the selection of Alternatives 17 and 19.

Response: These comments will be considered during the selection of a preferred alternative.

Comment: In addition, we believe that a mitigation plan which includes strategically located wildlife under pass structures, including appropriate funnel fencing, in upland areas in addition to bridges over streams, floodplains, and major wetland systems would reduce roadkills and maintain habitat connectivity.

Response: A commitment has been made in Section 9 of the DEIS to the provision of wildlife underpass structures with funnel fencing. The number and location of such structures will be determined during the design and permitting process.

Comment: There is also potential for impacts to the Panama City crayfish (ST) due to the species' very restricted range, which is estimated at 37 square miles within Bay County. Due to its limited range and suitable habitat, additional habitat loss or degradation would likely further imperil this species. Alternatives with the greatest potential for impact on this species include Alternatives 8, 14, 15, 17 and 19. At the present time, the majority of sites known to support this species are under the ownership of a single entity. FWC, in conjunction with the U.S. Fish and Wildlife Service, are pursuing a candidate conservation agreement with the

landowner for assurances of long-term protection for this species. We recommend that a commitment be made for this roadway project to secure that conservation agreement.

Response: Unfortunately, there is no legal basis that permits the FDOT to ensure an agreement is reached between two unrelated parties.

Comment: Our review of the Gulf Coast Parkway ICE analysis concludes that the report covers the pertinent wildlife and habitat issues which were raised by the agencies in our initial meetings and discussions. Overall, the report provides the in-depth analysis and results which can be used by the FWC to assess the indirect and cumulative impacts of the project and make recommendations for the increased conservation and protection of wildlife and habitat on the project. We suggest that a meeting with all involved state and federal agencies be convened to discuss the project in detail, clarify and better define various issues including a potential regional mitigation plan which addresses resource impacts.

Response: The FDOT intends to coordinate with state and federal agencies to discuss mitigation for the project after the public hearing and the identification of a preferred alternative.

Sincerely,



Alan Vann

6/21/11 National Marine Fisheries Service Comment Letter (ICE)

FDOT Response Letter to National Marine Fisheries Service

FW NMFS comments on the ICE Report.txt
From: Garrett, Greg W
Sent: Tuesday, June 21, 2011 10:44 AM
To: Cash, Cathie
Subject: FW: NMFS comments on the draft Gulf Coast Parkway Indirect & Cumulative Effects Report
Attachments: David_Rydene.vcf

Greg Garrett
Group Manager, Transportation Planning

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-----Original Message-----

From: David Rydene [mailto:David.Rydene@noaa.gov]
Sent: Wednesday, May 25, 2011 12:12 PM
To: Garrett, Greg W; Alan.Vann@dot.state.fl.us
Subject: NMFS comments on the draft Gulf Coast Parkway Indirect & Cumulative Effects Report

NOAA's National Marine Fisheries Service offers the following comments regarding the Gulf Coast Parkway's Draft Indirect and Cumulative Effects Report:

As with the Gulf Coast Parkway (GCP) DEIS, because no preferred alternative is identified, NMFS will be unable to provide comments regarding the preferred alternative selection until the FEIS stage. In general, the Indirect and Cumulative Effects Report seems to indicate that existence of the road will do little to induce growth over and above that which would occur under the No Build scenario. However, a primary purpose of the road is to enhance economic development in the region, particularly in Gulf County. If the road itself will do little to enhance economic development, it seems questionable to spend between 540 and 619 million dollars to build the road. In addition, two of the alternatives (17 and 19) may do little to help Gulf County's economic situation.

Indirect Effects Analysis

As for the indirect effects analysis itself, the statement "These areas of induced growth have not been projected for growth by property owners, development corporations, planning officials, or others and do not represent a commitment that development will occur in those locations." on page 4-1 seems confusing. Why wasn't input from local property owners and developers used in the analysis to help determine the size and distribution of future development?

On page 4-9 in the third full paragraph regarding the Delphi Group designating some conservation lands for development. Why weren't the conservation lands excluded from the Delphi Group's analysis in the first place?

Under Recreation Areas on page 4-17, wouldn't a bridge crossing East Bay be considered a negative impact on a recreation area (East Bay itself) that is regularly used by recreational boaters?

FW NMFS comments on the ICE Report.txt

Under Noise on page 4-17, there should be some discussion of the impacts of GCP- and induced development-related noise on the fish and wildlife presently residing in those areas.

Under Air Quality on page 4-20, the statement "because the relative size of the induced growth population, compared to the overall future population, is so minor (approximately 10 percent of the total population growth)" needs clarification. At what point would induced growth be considered more than minor?

Under Essential Fish Habitat on pages 4-28 and 4-29, NMFS feels that although induced development may not have indirect effects on EFH simply from the construction of buildings and other structures, induced development may have adverse indirect impacts to EFH through avenues such as hydrologic alterations and degraded water quality.

On page 4-51, NMFS disagrees with the statement "Although the induced development would increase impervious surface within these drainage basins, development regulations and permitting requirements in these areas require treatment of waters prior to discharge; therefore, the indirect effects of the induced development within these drainage basins were not considered substantial, and potentially could be beneficial." Based on past experience development has not been beneficial to water quality.

In Table 4-6 on page 4-52 the acreages of "impaired waters" watersheds impacted by No Build and Build development seem high enough for concern, given that these systems already have water quality issues.

The conclusions of the indirect effects analysis tend to finish with rationalizing statements in instances where it seems that a resource may be more than minimally impacted (e.g. regulations, permitting, or a potential conservation agreement will fix the problem). While these types of actions may help to minimize development impacts to some extent, they do not eliminate those impacts, and there is also uncertainty with regards to their effectiveness that is not addressed.

Cumulative Effects Analysis

Although it is given some discussion in the Wetlands section (but not in Land Use), the principal human action altering natural resources within region was the conversion of pristine forested palustrine wetlands to silviculture lands fifty or more years ago. This conversion altered hydrology and degraded water quality and habitat suitability through activities such as the building of timber roads, the digging of drainage ditches, and fire suppression. However, I did not find any attempts to quantify these substantial past impacts (even at a crude level) in the analysis.

Under Wetlands on page 5-14, the statement "A mitigated involvement with 5.2 to 5.5 percent of all wetlands within the PARA is not considered substantial." At what point would it be considered substantial?

Under Essential Fish Habitat, (as in the indirect effects analysis) there is no discussion of impacts to EFH and associated estuarine organisms from the operation of the bridge once built (e.g. traffic noise disrupting spawning activities of soniferous fishes such as spotted seatrout or black drum, or bridge lighting affecting other estuarine species).

Under Water Quality, the beneficial effects of human development activities on water quality seems overly optimistic.

Thank you for the opportunity to comment on the Draft Gulf Coast Parkway Indirect and Cumulative Effects Report.

Page 2

FW: NMFS comments on the ICE Report.txt

--
David Rydene, Ph.D.
Fishery Biologist
National Marine Fisheries Service
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This message has been checked for all known viruses by MessageLabs.



Florida Department of Transportation

RICK SCOTT
GOVERNOR

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OFFICE OF THE
SECRETARY

Dr. David Rydene, Ph.d.
Fishery Biologist
National Marine Fisheries Service
Habitat Conservation Division
263 13th Avenue South
St. Petersburg, Florida 33701

Re: Re: Gulf Coast Parkway
FPID #: 410981-2-28-01
County: Bay, Calhoun and Gulf
Draft Indirect and Cumulative Effects Report

Dear Dr. Rydene:

Thank you for your comments on the Draft Indirect and Cumulative Effects Report for the above referenced project. The following presents our proposed responses to those comments.

Comment: As with the Gulf Coast Parkway (GCP) DEIS, because no preferred alternative is identified, NMFS will be unable to provide comments regarding the preferred alternative selection until the FEIS stage. In general, the Indirect and Cumulative Effects Report seems to indicate that existence of the road will do little to induce growth over and above that which would occur under the No Build scenario. However, a primary purpose of the road is to enhance economic development in the region, particularly in Gulf County. If the road itself will do little to enhance economic development, it seems questionable to spend between 540 and 619 million dollars to build the road. In addition, two of the alternatives (17 and 19) may do little to help Gulf County's economic situation.

Response: The economic development activities envisioned as benefitting from the proposed project are principally tourism and its associated industries and freight transport. As these economic activities increase other economic benefits are expected to occur. All alternatives will benefit these economic activities. It is agreed that Alternatives 17 and 19 do not provide the same economic benefit to the enterprise areas in Gulf County as Alternatives 8, 14, and 15, but this is one of many factors to be weighed when determining a preferred alternative. Also, regarding the cost of the project, remember that the economic benefit to Gulf County is only one of several needs (discussed in Section 2 of the report) to be addressed by the proposed project.

Indirect Effects Analysis

Comment: As for the indirect effects analysis itself, the statement "These areas of induced growth have not been projected for growth by property owners, development corporations,

planning officials, or others and do not represent a commitment that development will occur in those locations.” on page 4-1 seems confusing. Why wasn’t input from local property owners and developers used in the analysis to help determine the size and distribution of future development?

Response: It is agreed that the statement may be confusing, as input was provided from representatives of local property owners and developers through their participation in the Delphi Group. Therefore, this statement has been revised to say that “The areas identified for induced growth do not reflect commitments on the part of property owners, development corporations, planning officials, or others that development will occur in those locations”.

Comment: On page 4-9 in the third full paragraph regarding the Delphi Group designating some conservation lands for development. Why weren’t the conservation lands excluded from the Delphi Group’s analysis in the first place?

Response: The conservation lands referred to in the text are privately-owned lands that have been identified for conservation or preservation on the County’s future land use map and are not the same as lands under conservation easement or other formal arrangement. There are several categories of conservation land uses, some of which allow limited development; therefore, those “conservation” lands identified in the analysis were assigned population based on the densities allowed for the conservation category in which they fell. Also, Bay County land development regulations allow for the transfer of the land development rights of private property owners who have lands with a conservation land use. It would be beneficial to county planners to be aware of the potential necessity of providing transfer of development rights at some point in the future. Therefore, those privately owned lands with a conservation/preservation land use designation but no formal conservation agreement/easement (or public ownership) were included in the allocation of future population.

It should be noted that although the boundaries of a future development site may encroach on lands having a conservation land use designation, these lands may not actually be included in that future development but may be used for conservation to satisfy mitigation requirements. Without actual development plans for such properties, this possibility cannot, of course, be determined, which is why the analysis took the conservative approach and assumed everything within the boundaries of the future development would be developed.

Comment: Under Recreation Areas on page 4-17, wouldn’t a bridge crossing East Bay be considered a negative impact on a recreation area (East Bay itself) that is regularly used by recreational boaters?

Response: The proposed high level bridge would be no more of a distraction to boaters than the Du Pont Bridge to the west and the Overstreet Bridge to the east.

Comment: Under Noise on page 4-17, there should be some discussion of the impacts of GCP and induced development-related noise on the fish and wildlife presently residing in those areas.

Response: The FHWA has reviewed numerous studies on the effect of road noise on various wildlife species. The FHWA has acknowledged that some species of wildlife may be affected by

traffic noise levels but the evidence remains conflicting and incomplete. Given the complexity of the wildlife species environment, species mobility, variability in susceptibility to noise effects between species, and numerous other factors, there is still too little documentation on the subject to establish definitive relationships between traffic noise levels and wildlife species.

Comment: Under Air Quality on page 4-20, the statement “because the relative size of the induced growth population, compared to the overall future population, is so minor (approximately 10 percent of the total population growth)” needs clarification. At what point would induced growth be considered more than minor?

Response: Air quality impacts become substantial when the activities resulting from the future population growth creates emissions of pollutants at levels that result in air quality standards being approached or exceeded.

Comment: Under Essential Fish Habitat on pages 4-28 and 4-29, NMFS feels that although induced development may not have indirect effects on EFH simply from the construction of buildings and other structures, induced development may have adverse indirect impacts to EFH through avenues such as hydrologic alterations and degraded water quality.

Response: Comment noted. These impacts cannot be calculated since the exact location and nature of future development activities or any mitigation measures to be undertaken as a result of that development is not known.

Comment: On page 4-51, NMFS disagrees with the statement “Although the induced development would increase impervious surface within these drainage basins, development regulations and permitting requirements in these areas require treatment of waters prior to discharge; therefore, the indirect effects of the induced development within these drainage basins were not considered substantial, and potentially could be beneficial.” Based on past experience development has not been beneficial to water quality.

Response: The statement “potentially could be beneficial” has been removed.

Comment: In Table 4-6 on page 4-52 the acreages of “impaired waters” watersheds impacted by No Build and Build development seem high enough for concern, given that these systems already have water quality issues.

Response: Comment noted.

Comment: The conclusions of the indirect effects analysis tend to finish with rationalizing statements in instances where it seems that a resource may be more than minimally impacted (e.g. regulations, permitting, or a potential conservation agreement will fix the problem). While these types of actions may help to minimize development impacts to some extent, they do not eliminate those impacts, and there is also uncertainty with regards to their effectiveness that is not addressed.

Response: There were only three resource categories in Table 4-6 (revised to Table 4-7) where the project alternatives’ indirect involvement with the resource exceeded 1.9% of the total acres of the resource within the PARA. The three resource categories (and the percentage of impact or involvement with the resource) were new commercial areas (14.7 to 27.5%), potentially impaired waters (5.6%), and Panama city crayfish (3.8 to 5.0%).

In the case of new commercial areas, the greater the involvement with the category the more beneficial the involvement is considered to be. Therefore, the high percentage of involvement is not an adverse effect.

The indirect involvement with the other two resource categories represented a negative effect; however, in both cases, avoidance, minimization and mitigation measures would reduce the potential estimated impact. In the case of the PCC, the PCC can be relocated and new habitat provided adjacent to existing habitat therefore, there would be little threat to this unregulated species. In the case of potentially impaired waters, which may or may not be actually impaired, the avoidance, minimization and mitigation measures that would be required as part of the permit conditions should minimize the effects of the development in the 5.6% of the drainage basin of the potentially impaired waters sufficiently to not cause a substantial risk of the waters not meeting their criteria.

Therefore, given the relatively small percentage of involvement the resource (roughly 5% of the resources within their PARAs) and the implementation of avoidance, minimization and mitigation, the involvement was not deemed to be substantial.

Cumulative Effects Analysis

Comment: Although it is given some discussion in the Wetlands section (but not in Land Use), the principal human action altering natural resources within region was the conversion of pristine forested palustrine wetlands to silviculture lands fifty or more years ago. This conversion altered hydrology and degraded water quality and habitat suitability through activities such as the building of timber roads, the digging of drainage ditches, and fire suppression. However, I did not find any attempts to quantify these substantial past impacts (even at a crude level) in the analysis.

Response: Through our research of past data, it does not appear that there is sufficient information to make even a crude level quantification of this change. The concern then is that if an assessment is made it could provide inaccurate or misleading information that does not benefit the evaluation.

Comment: Under Wetlands on page 5-14, the statement "A mitigated involvement with 5.2 to 5.5 percent of all wetlands within the PARA is not considered substantial." At what point would it be considered substantial?

Response: No standard quantifiable measure that identifies a threshold at which wetland impacts are considered substantial, as is the case with air quality, has been determined by the resource agencies that oversee and manage wetlands. However, the determination that the wetland impacts, in this instance, were not substantial was based on three factors. First, the use of a very conservative approach for determining wetland impacts (i.e. ALL wetlands within the boundaries of the future development areas were considered impacted). Second, using this conservative approach only 5 to 5.5 percent of the total wetlands (regardless of wetland quality) in the PARA would be impacted, and third, avoidance, minimization, and mitigation measures would be required prior to permitting construction, further reducing the actual impact. So of the total wetlands identified within the Wetland PARA, and using an estimation of impacts that captures the worst case scenario (impacts of all wetlands within the boundaries of future developments) the total cumulative impact is about 5.5% of the available resource. Using currently accepted mitigation standards a greater percentage of wetlands would have to be put into conservation easements or

mitigation banks (assuming about 2-3 acres of mitigation needed to offset every 1 acre of functional loss) in the Wetland PARA than would ultimately be impacted. Because of this, and because of the minor overall percentage, the cumulative impacts were not considered to be substantial.

Comment: Under Essential Fish Habitat, (as in the indirect effects analysis) there is no discussion of impacts to EFH and associated estuarine organisms from the operation of the bridge once built (e.g. traffic noise disrupting spawning activities of soniferous fishes such as spotted seatrout or black drum, or bridge lighting affecting other estuarine species).

Response: It is acknowledged that in recent years research has begun to be conducted on the effects of noise on fish. However, the majority of that research appears to have been done on sea mammals and/or appears to be mostly on the effects of noise generated from the water's surface (boats) or within the water column (as opposed to sources from land which are subjected to defraction upon entry into water, although sonic booms have been noted to have effects). In addition there has not been enough research to separate the noise disturbance effects on fish from other modern stressors such as pollution and over-fishing. The FHWA has indicated that at this point in time the importance of road noise in affecting the behavior of fish populations, particularly in the relationship between road traffic noise levels and any response by fish is unknown.

To date, the requirement to analyze the effects of lighting is confined to sea turtle hatchlings and this has been addressed in the project's ESBA.

Comment: Under Water Quality, the beneficial effects of human development activities on water quality seems overly optimistic.

Response: The statement "potentially could be beneficial" has been removed.

Sincerely,



Alan Vann

Draft Environmental Impact Statement Review Comments

5/25/11 National Marine Fisheries Service Comment Letter

FDOT Response Letter to National Marine Fisheries Service

FW NMFS comments on the Gulf Coast Parkway DEIS.txt
From: Garrett, Greg W
Sent: Wednesday, May 25, 2011 11:08 AM
To: Cash, Cathie
Subject: FW: NMFS comments on the Gulf Coast Parkway DEIS
Attachments: David_Rydene.vcf

fyi

Greg Garrett
Group Manager, Transportation Planning

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Email: Greg.Garrett@atkinsglobal.com | Web:
<http://www.atkinsglobal.com/northamerica> www.atkinsglobal.com

-----Original Message-----

From: Vann, Alan [mailto:Alan.Vann@dot.state.fl.us]
Sent: Wednesday, May 25, 2011 11:01 AM
To: Garrett, Greg W
Cc: Bruner, Joseph
Subject: FW: NMFS comments on the Gulf Coast Parkway DEIS

Greg,

Below are NMFS comments regarding the Gulf Coast Parkway DEIS.

Alan Vann
Project Coordinator
FDOT District Three
Environmental Management Office
Ph: (850) 415-9523
Fax: (850) 415-9486

Please note: Florida has a very broad public records law. Most written communications to or from state officials regarding state business are public records, available to the public and media upon request. Your e-mail communications may be subject to public disclosure. (Florida Statutes, Chapter 119)

-----Original Message-----

From: David Rydene [mailto:David.Rydene@noaa.gov]
Sent: Wednesday, May 25, 2011 9:55 AM
To: Vann, Alan
Subject: NMFS comments on the Gulf Coast Parkway DEIS

NOAA's National Marine Fisheries Service offers the following comments regarding the Gulf Coast Parkway's Draft Environmental Impact Statement:

It was surprising that a preferred alternative was not named in the DEIS. The CEQ NEPA regulations (40 CFR 1502.14) state that the lead agency should "identify the agency's preferred alternative or alternatives, if one exists, in the draft statement". If a preferred alternative is not identified until the FEIS, then it will be difficult for the public and the resource agencies to provide input on the preferred alternative that is chosen. However, based on a conversation with Alan Vann, there will be opportunities for comments regarding the preferred alternative during the FEIS phase.

Page 1

FW NMFS comments on the Gulf Coast Parkway DEIS.txt
In regards to the selection of a preferred alternative, the original and primary purpose of the Gulf Coast Parkway (GCP) was to help stimulate Gulf County's depressed economy. It would seem that Alternatives 17 and 19 would do little to achieve this goal with the possible exception of Mexico Beach. If the GCP were built, the transfer of freight between Gulf County and Bay County, and the movement of Gulf County residents to employment centers in Bay County, would appear to send substantial truck and car traffic through Mexico Beach on US 98 when heading to the GCP. This would seem to be incompatible with Mexico Beach's tourism and retiree-based economy. In addition, Alternatives 17 and 19 would provide little benefit to the designated Enterprise Zones.

Another purpose for the GCP was to provide improved hurricane evacuation capability, in part because the high-level US 98 Dupont Bridge must be closed during high winds (over 55 mph). However, all of the proposed GCP alternatives also include a high-level bridge (see pg. 12). It would seem that any GCP bridge would also have to be closed during high winds, at least partially defeating the improved hurricane evacuation goal of the GCP.

Although a major purpose of the road is the stimulation of economic growth in the region, the indirect effects analysis indicates that the GCP will result in only minor growth over and above that which would occur under the No Build Alternative. There seems to be a logical disconnect in that regard.

The conclusions of the indirect effects analysis tend to finish with rationalizing statements in instances where it seems that a resource may be more than minimally impacted (e.g. regulations, permitting, or a potential conservation agreement will fix the problem). While these types of actions may help to minimize development impacts to some extent, they do not eliminate those impacts, and there is also uncertainty with regards to their effectiveness that is not addressed.

Uncertainty also surrounds the results of the Delphi Group's analysis, and the whole indirect effects analysis hinges on the accuracy of those results.

Depending on which alternative is chosen, a bridge would be built to span either East Bay or Wetappo Creek. Under the essential fish habitat discussion, the potential direct effects of bridge construction are addressed, but the document does not consider impacts from the operation of a bridge once it is built. Effects such as the alteration of reproductive behavior of soniferous fishes and other estuarine species due to noise from bridge traffic or nighttime bridge lighting should be considered. NMFS would strongly recommend that any bridge built should be designed to convey stormwater off the bridge for treatment. If Alternative 17 or Alternative 19 is selected, before any actual East Bay Bridge construction begins, there should be a commitment made to conduct another seagrass survey during the June-August prime growing season.

On page 4-124 under Summary of Cumulative Effects Analysis, NMFS disagrees with the statement "In the case of new commercial areas, the high percentage is a benefit, not an adverse effect." New commercial areas may be beneficial in terms of economic development, but they are detrimental in other ways (e.g. habitat loss, pollutants). NMFS also disagrees with the statement "Potentially impaired waters and Class I drainage basins would probably benefit from future development, as it would be required to provide treatment of stormwater runoff that currently is draining untreated into these basins." While future developments may be required to treat stormwater, they will also introduce new contaminants that did not presently exist in undeveloped areas. It has not been NMFS' experience that increased development improves water quality.

Some editorial comments follow:

On page 4-6 in the bottom paragraph, the sentence "A negative number means the
Page 2

FW NMFS comments on the Gulf Coast Parkway DEIS.txt
growth trend method predicted a larger population within the particular PARA than the Delphi Group." in reference to Table 4-5 appears incorrect. A negative number seems to indicate that the Delphi Group predicted a larger population in the PARA than the growth trend method.

On page 4-104 in the top paragraph, the sentence "The crossing of the ICWW would also provide the same horizontal clearance (50 feet) as the Du Pont Bridge.", should read 150 feet not 50 feet.

On page 4-130 under Commitment of Funds, the statement "The total commitment of funds for the proposed project is estimated to be 25 million dollars.", needs to be clarified. The 25 million dollars obviously does not include construction costs, as according to Table 2-29 the total cost estimates for the GCP range between 540 and 619 million dollars.

Thank you for the opportunity to comment on the Gulf Coast Parkway DEIS.

David Rydene, Ph.D.
Fishery Biologist
National Marine Fisheries Service
Habitat Conservation Division
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Florida Department of Transportation

RICK SCOTT
GOVERNOR

1074 Highway 90
Chipley, Florida 32428

OFFICE OF THE
SECRETARY

Dr. David Rydene, Ph.d.
Fishery Biologist
National Marine Fisheries Service
Habitat Conservation Division
263 13th Avenue South
St. Petersburg, Florida 33701

Re: Re: Gulf Coast Parkway
FPID #: 410981-2-28-01
County: Bay, Calhoun and Gulf
Preliminary Draft Environmental Impact Statement

Dear Dr. Rydene:

Thank you for your comments on the Preliminary Draft Environmental Impact Statement for the above referenced project. The following presents our proposed responses to those comments.

Comment: It was surprising that a preferred alternative was not named in the DEIS. CEQ NEPA regulations (40 CFR 1502.14) state that the lead agency should "identify the agency's preferred alternative or alternatives, if one exists, in the draft statement". If a preferred alternative is not identified until the FEIS, then it will be difficult for the public and the resource agencies to provide input on the preferred alternative that is chosen. However, based on a conversation with Alan Vann, there will be opportunities for comments regarding the preferred alternative during the FEIS phase.

Response: Comment noted.

Comment: In regards to the selection of a preferred alternative, the original and primary purpose of the Gulf Coast Parkway (GCP) was to help stimulate Gulf's County's depressed economy. It would seem that Alternatives 17 and 19 would do little to achieve this goal with the possible exception of Mexico Beach. If the GCP were built, the transfer of freight between Gulf County and Bay County, and the movement of Gulf County residents to employment centers in Bay County, would appear to send substantial truck and car traffic through Mexico Beach on US 98 when heading to the GCP. This would seem to be incompatible with Mexico Beach's tourism and retiree-based economy. In addition, Alternatives 17 and 19 would provide little benefit to the designated Enterprise Zones.

Response: If the proposed Gulf to Bay Highway project is built prior to the Gulf Coast Parkway, it would accommodate the through traffic that currently travels on US 98 to CR 386.

It is noted that Alternatives 17 and 19 would be less beneficial to the Enterprise Zone on CR 386 than Alternatives 8, 14, or 15.

Comment: Another purpose of the GCP was to provide improved hurricane evacuation capability, in part because the high-level US 98 DuPont Bridge must be closed during high winds (over 55 mph). However, all of the proposed GCP alternatives also include a high-level bridge (see p. 12). It would seem that any GCP bridge would also have to be closed during high winds, at least partially defeating the improved hurricane evacuation goal of the GCP.

Response: Unfortunately, there is no possible route from the coastal area that would not involve a high-level crossing.

Comment: Although a major purpose of the road is the stimulation of economic growth in the region, the indirect effects analysis indicates that the GCP will result in only minor growth over and above that which would occur under the No Build Alternative. There seems to be a logical disconnect in that regard.

Response: Several factors were considered in identifying the locations and types of future development scenarios for Gulf County. One factor was the time frame for constructing the proposed Gulf Coast Parkway. Given that the project is only in the preliminary engineering phase, it would likely be five to ten years before the first phase of the project is constructed. The first phases of the project are not even located within Gulf County. Another factor is that Gulf County's generally depressed economy coupled with the continuing effects of the 2008 recession leave considerable room for economic expansion without altering the population projections for the study period. Further, the ICE analysis noted that on-going and planned development projects within the Mexico Beach-St. Joe Beach study area were more than adequate to accommodate the projected population growth within the study period. Even if these developments were not fully adequate to accommodate the projected population growth, the coastal area of southeast Bay County and south Gulf County will be in competition with other areas of Bay County better equipped to attract tourist dollars and any influx of new population. Therefore, without any basis for an increase in the projected population, there is no need for additional housing within the planning period. Without the demand for housing in other areas of Gulf County, most future development associated with the project alternatives would be of the commercial type that tends to pop-up at new intersections of major roads and some office or commercial development within the enterprise zones.

As construction of the Gulf Coast Parkway within Gulf County won't likely occur for ten to fifteen years, or more, the amount of development that is implied by the commenter won't likely occur for 30 to 40 years, well beyond the analysis period of the ICE report.

Comment: The conclusions of the indirect effects analysis tend to finish with rationalizing statements in instances where it seems that a resource may be more than minimally impacted (e.g. regulations, permitting, or a potential conservation agreement will fix the problems). While these types of actions may help to minimize development impacts to some extent, they do not eliminate those impacts, and there is also uncertainty with regards to their effectiveness that is not addressed.

Response: Comment noted.

Comment: Uncertainty also surrounds the results of the Delphi Group's analysis and the whole indirect effects analysis hinges on the accuracy of those results.

Response: The Delphi Group's involvement with indirect and cumulative effects analysis was confined to identifying the probable locations of future development. Uncertainty cannot be avoided when predicting future actions of others. Without specific development plans, it is not possible to provide more than a generalized assessment of impacts. However, it was felt that the assessment procedure was sufficient to accomplish the goals of the indirect and cumulative effects analysis which were: 1) to determine the project's potential indirect and cumulative effects in the study area; 2) to determine whether the cumulative effects of future development within the planning period would be substantial enough to risk the continued existence of a resource of concern; and 3) to provide enough information that those with responsibility for the resources of concern would have sufficient information to be able to determine their future course regarding their responsibilities for the resource(s).

Comment: Depending on which alternative is chosen, a bridge would be built to span either East Bay or Wetappo Creek. Under the essential fish habitat discussion the potential direct effects of bridge construction are addressed, but the document does not consider impacts from the operation of a bridge once it is built. Effects such as the alteration of reproductive behavior of soniferous fishes and other estuarine species due to noise from bridge traffic or nighttime bridge lighting should be considered. NMFS would strongly recommend that any bridge built should be designed to convey stormwater off the bridge for treatment. If Alternatives 17 or Alternative 19 is selected, before any actual East Bay Bridge construction begins, there should be a commitment made to conduct another seagrass survey during the June-August prime growing season.

Response: In addition to impacts to the human environment, construction noise and vibration impacts are thought to have impacts on fish and wildlife. Unfortunately very few reliable studies have been conducted on the impacts of either traffic or construction noise on wildlife. Additionally, of the studies that have been conducted, the results cannot necessarily be assumed applicable to wildlife species other than the ones studied due to the differences in hearing and noise sensitivity between and among species.

However, of the various sources that cause construction noise and vibration, the effects of pile-driving on fish and other aquatic species appear to have been more frequently studied than those from other sources, probably since pile-driving generates some of the most severe noise and vibration effects. The type and intensity of the sounds produced during pile driving depend on a variety of factors, including but not limited to, the type and size of the pile, the firmness of the substrate into which the pile is being driven, the depth of water, and the type and size of the pile-driving hammer¹. The degree to which an individual fish exposed to sound is affected is also dependent upon a multitude of factors, including 1) species of fish, 2) fish size, 3) presence of a swim bladder, 4) physical condition of the fish, 5) peak sound pressure and frequency, 6) shape of the sound wave (rise time), 7) depth of the water around the pile, 8) depth of the fish in the water column, 9) amount of air in the water, 10) size and number of waves on the water surface, 11) bottom substrate composition and texture, 12) effectiveness of any attenuation technology employed, 13) tidal currents (if present), and 14) presence of predators².

¹ PND Engineering, Inc., *Knik Arm Crossing Pile-driving Noise Attenuation Measures Technical Report Final*, prepared for, Knik Arm Bridge and Toll Authority, November 2005, pp. 32-33.

² PND Engineering, Inc., *Knik Arm Crossing Pile-driving Noise Attenuation Measures Technical Report Final*, prepared for, Knik Arm Bridge and Toll Authority, November 2005, pp. 32-33.

According to the Washington State DOT the “risk of injury or mortality for aquatic species and fish associated with noise, in general, is related to the effects of rapid pressure changes, especially on gas filled spaces in the body”³. Pile-driving can generate intense underwater sound pressure waves. When a fish is exposed to pressure waves of sufficient intensity and/or for sufficient duration, the fish’s swim bladder may rupture or the decompression accompanying the sound waves forces the gas in the blood and tissue to vaporize causing the veins to rupture and organ failure⁴.

Measures to minimize the effects of pile driving on fish that have been identified in the literature are listed below.

- 1) Use of wood or concrete piles instead of hollow steel piles.
- 2) If using hollow steel piles, restrict their installation to a time of year when larval and juvenile stages of fish species with designated EFH are not present; drive piles during low tide periods when located in intertidal and shallow subtidal areas; use a vibratory hammer as much as possible; monitor peak SPLs during pile driving to ensure that they do not exceed the 190 dB re 1 PA threshold for injury to fish; employ measures to attenuate sound should SPLs exceed 180 dB re 1 PA (i.e. air bubble curtain system or air-filled coffer dam, use of a smaller hammer, and use of a hydraulic hammer if impact driving cannot be avoided); and drive piles when the current is reduced in areas of strong current.
- 3) Use of the construction technique called “ramping up” which requires the contractor to use soft-start procedures where the hammer is not used at full strength at the start of a pile driving session.

Because the proposed improvement includes bridge construction, the need for these measures will be evaluated during the project’s design and special provisions may be added to the project’s construction specifications as appropriate.

Stormwater conveyance for bridge runoff will be built to meet all state and federal standards.

It is noted that a commitment needs to be made that if Alternative 17 or 19 are selected an additional seagrass survey during the June-August prime growing season must be completed.

Comment: On page 4-124 under Summary of Cumulative Effects Analysis, NMFS disagrees with the statement “In the case of new commercial areas, the high percentage is a benefit, not an adverse effect”. New commercial areas may be beneficial in terms of economic development, but they are detrimental in other ways (e.g. habitat loss, pollutants). NMFS also disagrees with the statement “Potentially impaired waters and Class I drainage basins would probably benefit from future development, as it would be required to provide treatment of stormwater runoff that currently is draining untreated into these basins.” While future developments may be required to treat stormwater, they will also introduce new contaminants that did not presently exist in undeveloped areas. It has not been NMFS’ experience that increased development improves water quality.

Response: The intent was to indicate that an increase in new commercial areas was a benefit to the local economy. The sentence has been revised to delete the phrase “is not an adverse effect”.

³ Washington State Department of Transportation, *Biological Assessment Preparation Advanced Training Manual*, Version 02-2012, 7.0 Construction Noise Impact Assessment, p. 7.51

⁴ Transportation Research Board, *Hydroacoustic Impacts on Fish from Pile Installation*, Research Results Digest 363, October 2011, p. 5

The sentence regarding improved water quality has been deleted.

Comment: On page 4-6 in the bottom paragraph, the sentence "A negative number means the growth trend method predicted a larger population within the particular PARA than the Delphi Group" in reference to Table 4-5 appears incorrect. A negative number seems to indicate that the Delphi Group predicted a larger population in the PARA than the growth trend method.

Response: Comment has been noted and is correct. The reference has been corrected in the document.

Comment: On page 4-104 in the top paragraph, the sentence "The crossing of the ICWW would also provide the same horizontal clearance (50 feet) as the Du Pont Bridge" should read 150 feet, not 50 feet.

Response: Clearance has been corrected.

Comment: On page 4-130 under the Commitment of Funds, the statement "The total commitment of funds for the proposed project is estimated to be 25 million dollars" needs to be clarified. The 25 million dollars obviously does not include construction costs, as according to Table 2-29 the total cost estimates for the GCP range between 540 and 619 million dollars.

Response: Sentence has been modified.

Sincerely,



Alan Vann

Draft Environmental Impact Statement Review Comments

**6/24/11 Northwest Florida Water Management District Comment
Letter on Draft Environmental Impact Statement**

**FDOT Response Letter to Northwest Florida Water Management
District**



Douglas E. Barr
Executive Director

Northwest Florida Water Management District

81 Water Management Drive, Havana, Florida 32333-4712

(U.S. Highway 90, 10 miles west of Tallahassee)

(850) 539-5999 • (Fax) 539-2777

MEMORANDUM

TO: Alan Vann, Project Coordinator, Florida Department of Transportation
Greg Garrett, Group Manager, Transportation Planning, Atkins

THROUGH: Duncan J. Cairns, Chief, Bureau of Environmental and Resource Planning

FROM: Paul Thorpe, Resource Planning Section Director

DATE: June 24, 2011

SUBJECT: Gulf Coast Parkway Preliminary Draft Environmental Impact Statement

The Gulf Coast Parkway would provide a major new highway corridor, combining development of new alignment sections with the widening and expansion of existing roadway segments in rural Gulf and Bay counties. District staff have participated in early review and technical assistance through the Efficient Transportation Decision-Making (ETDM) process. Detailed descriptions of resource concerns previously provided by the District during the ETDM process remain applicable. Following are technical comments and recommendations concerning the Preliminary Draft Environmental Impact Statement (EIS) transmitted by FDOT on April 20, 2011. Comments and recommendations concerning the Indirect and Cumulative Effects analysis were provided under separate cover on June 3, 2011.

Floodplains and Floodplain Functions

- Data shown on Figure 3-15 (section 3, page 3-54) appear to reflect old, no longer effective data from November 2002. Effective data, dated April 2009 is referenced in Table 3-23 (Section 3, page 3-53) but not reflected on the map. It is unclear whether the effective or old data were utilized in the quantitative analysis.
- Calhoun County flood information was included in the maps on page 3-54, but not referenced in Table 3-23 (FEMA Flood Insurance Rate Maps within the Study Area). Additionally, the data were not referenced in Table 3-24 (FEMA Flood Insurance Studies [FIS] within the Study Area). It is unclear whether the mapped data were considered in the tabulated analysis in Section 2, page 2-90 (Table 2-27, Natural Environmental Involvement Category Ranking). There appear to be no text references to the Calhoun County data within the Draft EIS. It is unclear whether impacts to floodplains in Calhoun County were evaluated.
- Section 3.6.5, Floodplains, states that the storm surge zones of East Bay have a base flood elevation of 8.0 feet, but data referenced in-house reflect storm surge elevations ranging from 8 to 11 feet. Storm surge zones near the project terminus are mapped as high as 16 feet, but no reference to this was found in the document.

GEORGE ROBERTS
Chair
Panama City

PHILIP K. McMILLAN
Vice Chair
Blountstown

STEVE GHAZVINI
Secretary/Treasurer
Tallahassee

PETER ANTONACCI
Tallahassee

STEPHANIE BLOYD
Panama City Beach

JOYCE ESTES
Eastpoint

TIM NORRIS
Santa Rosa Beach

JERRY PATE
Pensacola

RAPLH RISH
Port St. Joe

Water Quality

- It is recommended that the Chapter 4 of the DEIS include a discussion of likely or potential short-term and long-term water quality impacts that would result from construction and operation of a major roadway. Section 4.3.7 discussed water quality, but potential effects were not clearly identified. Pollutants and their potential effects should be identified, as well as the potential for stormwater treatment systems to minimize such effects. Long-term impacts, for example, would include nonpoint source discharge of pollutants, as well as disruption of adjacent wetland and floodplain water quality functions. Short term impacts would include discharge of sediments during construction, increased turbidity in the proximity of construction and downstream, with resulting impacts on benthic aquatic habitats. It would also be appropriate to identify specific stream crossings and proximate surface waters that would potentially be affected by both construction-related impacts and long-term operation. The EIS should also include an assessment of anticipated success of construction BMPs to control sedimentation and turbidity during possible major storm events, such as are not infrequent in the region.
- Section 4.3.7 of the DEIS appears to conclude that the no build alternative would result in greater water quality impacts than any of the build alternatives. The rationale given is that existing stormwater would continue to be untreated under the no-build alternative, while the build alternatives would all meet permitting requirements for treating runoff from the new construction. The given conclusion, however, would only seem valid to the degree that existing stormwater and nonpoint source pollution impacts (which are not otherwise detailed in the analysis) would also be corrected in the process of the new facility construction. In general, construction of new roadways, land disturbance, and impervious surface area would be expected to increase nonpoint source pollution (adding to the existing sources) unless significant existing problems are described and actions proposed to be taken to address the existing impacts are clearly articulated. Thus, it is recommended that the analysis and discussion reflected in this section of the report be reevaluated.

It would seem that the potential for individual build alternatives to correct existing stormwater and nonpoint issues would differ based how much each proposed alignment incorporates existing roadway corridors. An analysis of this, identifying the relative potential of each build alternative to address existing impacts would be appropriate. If this project does include, as a mitigating measure, the correction and retrofit of existing nonpoint sources, it would be well-worth describing this within the document. Paragraph seven on p. 4-74, however, indicates that no additional stormwater mitigation is being considered beyond meeting direct construction regulatory requirements.

District staff appreciate the opportunity to review the preliminary draft EIS and associated documents. If there are any questions concerning this review, please do not hesitate to contact Paul Thorpe or Duncan Cairns at (850) 539-5999.



Florida Department of Transportation

RICK SCOTT
GOVERNOR

1074 Highway 90
Chipley, Florida 32428

OFFICE OF THE
SECRETARY

Mr. Duncan Cairns, Chief
Bureau of Environmental and Resource Permitting
Northwest Florida Water Management District
81 Water Management Drive
Havana, Florida 32333-4712

Re: Gulf Coast Parkway
FPID #: 410981-2-28-01
County: Bay, Calhoun and Gulf
Preliminary Draft Environmental Impact Statement

Dear Mr. Cairns:

Thank you for your comments on the Preliminary Draft Environmental Impact Statement for the above referenced project. The following presents our proposed responses to those comments.

Floodplains and Floodplain Function

Comment: Data shown on Figure 3-15 (section 3-54) appear to reflect old, no longer effective data from November 2002. Effective data, dated April 2009 is referenced in Table 3-23 (Section 3, page 3-53) but not reflected on the map. It is unclear whether the effective or old data were utilized in the quantification analysis.

Response: The referenced date on Figure 3-15 was in error. The data utilized was the more recent April 2009. Therefore, the date on the figure has been changed.

Comment: Calhoun County flood information was included in the maps on page 3-54, but not referenced in Table 3-23 (FEMA Flood Insurance Studies [FIS] within the study area). It is unclear whether the mapped data were considered in the tabulated analysis in Section 2, page 2-90 (Table 2-27, Natural Environmental Involvement Category Ranking). There appear to be no text references to the Calhoun County data within the Draft EIS. It is unclear whether impacts to floodplains in Calhoun County were evaluated.

Response: The mapped data for Calhoun County was the 2009 DFIRM data. The FIS study for Calhoun County was not included in Table 3-23 because it was being revised and was not available at the time of the report.

Comment: Section 3.6.5, Floodplains, states that the storm surge zones of East Bay have a base flood elevation of 8.0 feet, but data referenced in-house reflect storm surge elevations ranging from 8 to 11 feet. Storm surge zones near the project terminus are mapped as high as 16 feet, but no reference to this was found in the document.

Response: The base flood elevation provided in the Location Hydraulic Report and the Draft EIS reflects the stillwater storm surge elevation of 8.0 feet (NAVD 88) in East Bay near the project alignment. There are higher elevations on the FIRM associated with wave height. The wave crest heights are estimated as elevation 9.0 feet (NAVD 88) in East Bay near the alignment. This difference is not significant and would not affect the selection of alternatives.

In the coastal area, at US 98, at the beginning of the project, there are also wave height elevations noted on the FIRM. The wave heights, including elevation 16 have flood zone limits associated with them. The limits stop on the dune system and are outside the project limits. At US 98 there is a very small Zone AE area identified with a Stillwater elevation of 12.0 feet. This area stops near the gulf side right-of-way of US 98 and will have no effect on the selection of alternatives.

Therefore, no change in the discussion of storm surge has been made.

Water Quality

Comment: It is recommended that the Chapter 4 of the DEIS include a discussion of likely or potential short-term and long-term water quality impacts that would result from construction and operation of a major roadway. Section 4.3.7 discussed water quality, but potential effects were not clearly identified. Pollutants and their potential effects should be identified, as well as the potential for stormwater treatment systems to minimize such effects. Long-term impacts, for example, would include nonpoint source discharge of pollutants, as well as disruption of adjacent wetland and floodplain water quality functions. Short term impacts would include discharge of sediments during construction, increased turbidity in the proximity of construction and downstream, with resulting impacts on benthic aquatic habitats. It would also be appropriate to identify specific stream crossings and proximate surface waters that would potentially be affected by both construction-related impacts and long-term operation. The EIS should also include an assessment of anticipated success of construction BMPs to control sedimentation and turbidity during possible major storm events, such as are not infrequent in the region.

Response: A discussion of pollutants in road run-off and their potential effects has been added to the discussion of water quality as has the identification of specific surface water crossings. Use of best management practices for short-term construction effects is addressed in Section 4.3.20 Construction.

Comment: Section 4.3.7 of the DEIS appears to conclude that the no build alternative would result in greater water quality impacts than any of the build alternatives. The rationale given is that existing stormwater would continue to be untreated under the no-build alternative, while the build alternatives would all meet permitting requirements for treating runoff from the new construction. The given conclusion, however, would only seem valid to the degree that existing stormwater and nonpoint source pollution impacts (which are not otherwise detailed in the analysis) would also be corrected in the process of the new facility construction. In general, construction of new roadways, land disturbance, and impervious surface area would be expected to increase nonpoint source pollution (adding to the existing sources) unless significant existing problems are described and actions proposed to be taken to address the existing impacts are clearly articulated. Thus, it is recommended that the analysis and discussion reflected in this section of the report be reevaluated.

Response: The sentence suggesting potential for improvement in water quality has been removed.

Comment: It would seem that the potential for individual build alternatives to correct existing stormwater and nonpoint issues would differ based how much each proposed alignment incorporates existing roadway corridors. An analysis of this, identifying the relative potential of each build alternative to address existing impacts would be appropriate. If this project does include, as a mitigating measure, the correction and retrofit of existing nonpoint sources, it would be well-worth describing this within the document. Paragraph seven on p. 4-74, however, indicates that no additional stormwater mitigation is being considered beyond meeting direct construction regulatory requirements.

Response: The amount (feet, miles) of existing paved and unpaved roads incorporated by each alternative has been included in the water quality discussion.

Sincerely,



Alan Vann

Draft Environmental Impact Statement Review Comments

**7/15/2011 US Corps of Engineers Comment Letter on DEIS, WER
and ICE Report**



REPLY TO
ATTENTION OF

DEPARTMENT OF THE ARMY
JACKSONVILLE DISTRICT CORPS OF ENGINEERS
P. O. BOX 4970
JACKSONVILLE, FLORIDA 32232-0019

July 15, 2011

North Permits Branch
SAJ-2009-02076 (IP-AWP)

Florida Department of Transportation – District 3
Attn: Alan Vann
1074 Highway 90
Chipley, Florida 32428

Dear Mr. Vann:

Reference is made to your February 2011 submittal of the Gulf Coast Parkway, Draft Environmental Impact Statement (EIS). The U.S. Army Corps of Engineers has completed its review of the draft EIS, Wetland Evaluation Report and Indirect and Cumulative Effects Report and does not have any comments to provide at this point in the DEIS process.

We appreciate the opportunity to review and comment on the documents and we are looking forward to working with you in the near future. If you have any questions regarding this letter, please contact Randy Turner at the letterhead address or by telephone at 904-232-1670.

Sincerely,

Randy L. Turner
Project Manager, Jacksonville
Permitting Section

Draft Environmental Impact Statement Review Comments

**7/28/11 US Coast Guard Comment Letter on Draft Environmental
Impact Statement**

FDOT Response Letter to US Coast Guard

3/26/13 US Coast Guard Reply to FDOT Response Letter

FDOT 2nd Response Letter to US Coast Guard

U.S. Department of
Homeland Security

United States
Coast Guard



Commander
Eighth Coast Guard District
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July 28, 2011

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AUG 3 2011

ENVIRONMENTAL MANAGEMENT
OFFICE

Florida Department of Transportation
Attn: Mr. J. Brandon Bruner, P. E.
1074 Highway 90
Chipley, FL 32428

Dear Mr. Bruner:

We have completed our review of Florida Department of Transportation's (FDOT) undated Pre-Draft Environmental Impact Statement (PDEIS) for the Gulf Coast Parkway project in Gulf and Bay Counties, Florida. The Federal Highway Administration will be the lead federal agency for satisfying requirements of the National Environmental Policy Act (NEPA) and the Coast Guard will be a cooperating federal agency. While the Coast Guard will primarily limit its NEPA jurisdiction to the bridge or bridges and their approaches, we must also consider both the immediate impacts of the bridges and those which are considered to be secondary or cumulative. The Coast Guard is bound by its own instructions to assess all of the potential navigational and environmental impacts of the construction, maintenance and operation of bridges which cross navigable waterways. As such, we offer the following comments.

NEPA Compliance - Due to a lack of detail about bridge design and impacts, we would have difficulty adopting the document as fulfilling U.S. Coast Guard (USCG) responsibilities under the National Environmental Policy Act without supplementation. It might be that a bridge-specific appendix could consolidate existing information and provide additional detail we need with the least disruption to the document preparation. The following comments identify details that we ask be included. For all information, please indicate any differences between the East Bay and the Intracoastal Waterway (ICWW)/Wetappo Creek alternative locations or affirm that there are no differences.

Alternatives Description - Please clarify whether the East Bay and the ICWW/Wetappo Creek crossings to be permitted would be a single 2-lane bridge, a single 4-lane bridge, or dual bridges each having 2 lanes. Please include general bridge design information such as overall length, the elevation of the base flood elevation and the location of abutments and seawalls relative to that elevation, the number of piers in emergent and submerged wetlands, and estimates of any cut and fill, including scour protection. Page 2-22 indicates that all water from the bridge will be emptied into drainage areas off the bridge and page 4-74 indicates that storm water runoff will be treated before discharge to surface waters. Please include this information and describe or show where any collection ponds or basins would be located. The description should include the clearance information from page 4-104. Because the project need is based in part on improving hurricane evacuation capability, please indicate the wind speed at which the East Bay and the ICWW/Wetappo Creek bridges would be closed.

Construction Methodology - Please provide general information about how the bridge(s) would be constructed, such as lay-down locations and post-construction disposition, use of work bridges and/or barges, schedule start and duration, and use of cofferdams. Because of the extensive amount of wetlands at the ICWW/Wetappo Creek crossing, construction techniques there have the potential for causing significant wetland impacts that we must evaluate.

Navigation - Please describe historic, current, and prospective waterway navigational usage, including type, frequency, and height of craft, for the ICWW and Wetappo Creek. The document must contain some analysis of impacts to navigation. Section 4.3.17, on page 4-101 does not do this. Page 4-109 concludes that there would be no substantial direct or indirect impacts, but the conclusion is not supported by any analysis. Stating that the impact is "New high-level crossing of Wetappo and ICWW," as done on the page 27 summary for operation impacts, is insufficient. The analysis should explain the meaning of the page 28 summary for construction impacts that states "Increased hazards to vessels due to bridge construction." To the extent that there is a difference between impacts for the alternative locations, the differences should be indicated. Please provide the clearance information for the DuPont and Overstreet bridges as well as any others that are considered limiting.

Floodplains - Much of the PDEIS impact analysis is written at the alternative level to allow a comparison between the five roadway alternatives. For USCG purposes, the document needs to have bridge-specific information. Page 3-52 states that the base floodplains in proximity to East Bay are storm surge related and have a base flood elevation of 8 feet. Please clarify whether this applies to the ISCWW/Wetappo bridge as well as the East Bay bridge and describe, in combination with information identified above in item 2 for each bridge location, floodplain encroachment. The PDEIS, page 4-82, references a location hydraulic report but the report does not give bridge-specific information and indicates that no flow rate analysis was done for the bridges. The final document should contain, or reference, an analysis that demonstrates the predicted changes to the base flood elevation. Consistent with the requirements of Executive Order 11988, the document should include a finding that there is no practicable alternative to siting in the floodplain and that the design minimizes potential harm.

Wetlands - PDEIS section 4.3.4, page 4-56, states that planning-level wetland assessments have been conducted and more detailed assessments appropriate for permit application submittal will be required. Please describe in the DEIS plans for more detailed assessments for the East Bay and ICWW/Wetappo Creek bridge rights-of-way and indicate whether the results will be in the final EIS. The DEIS should provide description of the direct and indirect impacts to the wetlands, including construction impacts and mitigation. Construction impacts at the ICWW/Wetappo Creek location would be of particular concern due the presence of the extensive wetland area. If the wetlands impacts would be the same as those described in the PDEIS discussion of essential fish habitat, please add section 4.3.4 a reference to section 4.3.5 for the additional wetlands information. Consistent with the requirements of Executive Order 11990, the document should include a finding that there is no practicable alternative to construction in the wetlands and that all practicable measures to minimize harm to wetlands have been included.

Essential Fish Habitat – If additional assessments of essential fish habitat (EFH) would be conducted, please add information as described above for wetlands. Page 4-64 indicates that the alignment was shifted post-EFH assessment. Please indicate whether the assessment information provided remains representative of the new alignment or whether it will be revised after additional assessment. The wetlands report, page 61, and the EFH assessment, page 23, discuss indirect impacts to EFH. Please include this information, corrected as needed for the re-alignment, in section 4.3.19.3 of the DEIS.

Historic Resources – PDEIS page 4-48 states that there is no direct impact and page 4-109 states that there are no indirect impacts to historic resources. However, page 4-45 indicates that the state historic preservation officer (SHPO) considers the visual impact of the East Bay bridge on the Allenton Farmstead to detract from the farm's historic setting. Please resolve the apparent inconsistency and indicate whether the SHPO concern could be mitigated.

Migratory Birds – The PDEIS does not address compliance with the Migratory Bird Treaty Act, a topic that was raised by the U.S. Environmental Protection Agency and the U.S. Fish and Wildlife Service (USFWS), appendix J. For the East Bay and ICWW/Wetappo Creek bridges, please add, at a minimum, discussion of whether construction would begin during the nesting season and whether construction would impact nesting migratory birds.

Wildlife – Sections 3.6.8 and 4.3.14 provide an extensive description and listing of species, including federally listed threatened and endangered species, for the project area. Because the analytical focus is on roadway alignments, the USCG is unable to determine which species are present and may be affected by the East Bay and the ICWW/Wetappo Creek bridges. Please provide this information, particularly for the table 4-41, page 4-96, determination of effect. Page 4-48 states that the endangered species biological assessment report was submitted to the USFWS but does not indicate whether it was submitted to the National Marine Fisheries Service (NMFS). Please indicate whether the report was submitted to the NMFS Office of Protected Resources for the purposes of the Endangered Species Act and the Marine Mammal Protection Act consultation and if not, explain why.

Coastal Zone Consistency - Section 4.3.12, page 4-83, states that the Florida State Clearinghouse has determined that this project is consistent with the Florida Coastal Zone Management Plan. The Clearinghouse statement addresses the PD&E study and is misleading in the PDEIS because it is out of context. The NFWFMD will determine construction and operation consistency through issuance of the environmental resource permit. Please clarify the PDEIS statement.

Indirect Impacts – At either location, a new bridge and its right-of-way will provide a new landward access point to a portion of the waterway that currently is relatively inaccessible and wild. If provisions would be made for public access, please describe them and their potential impacts. If not, please acknowledge the potential for unauthorized usage and impact.


Before the final environmental document for this project is prepared, the locations and plans for all of the bridge crossings should be developed, at least to the extent that the document may incorporate the potential direct and indirect impacts, associated with the construction of the

16591A
July 28, 2011

bridges. Although the GIWW crossing will be the most significant, any and all other waterway crossings will need to be independently evaluated from the standpoint of navigation to determine the level of Coast Guard bridge permitting action that may be required for each one.

Thank you for the opportunity to provide input. If we can be of further assistance, please contact our office.

Sincerely,



DAVID M. FRANK
Chief, Bridge Administration Branch
U.S. Coast Guard
By direction

Copy: Alan Vann, FDOT
David Gibbs, FHWA
COMDT, CG-5512



Florida Department of Transportation

RICK SCOTT
GOVERNOR

1074 Highway 90
Chipley, Florida 32428

OFFICE OF THE
SECRETARY

Mr. David M. Frank, Chief
Bridge Administration Branch
U.S. Coast Guard, Eighth District
500 Poydras Street
New Orleans, Louisiana 70130-3310

Re: Gulf Coast Parkway
FPID #: 410981-2-28-01
County: Bay, Calhoun and Gulf
Preliminary Draft Environmental Impact Statement

Dear Mr. Frank:

Thank you for your comments on the Preliminary Draft Environmental Impact Statement for the above referenced project. The following presents our proposed responses to those comments.

NEPA Compliance

Comment: Due to a lack of detail about bridge design and impacts, we would have difficulty adopting the document as fulfilling U.S. Coast Guard (USCG) responsibilities under the National Environmental Policy Act without supplementation. It might be that a bridge-specific appendix could consolidate existing information and provide additional detail we need with the least disruption to the document preparation. The following comments identify details that we ask be included. For all information, please indicate any differences between the East Bay and the Intracoastal Waterway (ICWW)/Wetappo Creek alternative locations or affirm that there are no differences.

Alternatives Description

Comment: Please clarify whether the East Bay and the ICWW/Wetappo Creek crossings to be permitted would be a single 2-lane bridge, or dual bridges each having 2 lanes. Please include general bridge design information such as overall length, the elevation of the base flood elevation and the location of abutments and seawalls relative to that elevation, the number of piers in emergent and submerged wetlands, and estimates of any cut and fill, including scour protection. Page 2-22 indicates that all water from the bridge will be emptied into drainage areas off the bridge and page 4-74 indicates that storm water runoff will be treated before discharge to surface waters. Please include this information and describe or show where any collection ponds or basins would be located. The description should include the clearance information from page 4-104. Because the project need is based in part on improving hurricane evacuation capability, please indicate the wind speed at which the East Bay and the ICWW/Wetappo Creek bridges would be closed.

Response: Ultimately (in 2035), the project would have dual two-lane bridges; however, the initial construction is expected to be limited to a single two-lane bridge offset within right-of-way of sufficient width to allow for future expansion. Therefore, at some future date a second permit application would be submitted for a second parallel bridge.

Some of the general bridge design information requested is not yet available, but will be provided for the preferred alternative when a preferred alternative has been selected. Any general information that is available, such as bridge length, that hasn't been included in the draft EIS will be added.

In East Bay, the highest flood stage is elevation 10 NAVD 88 (0.00 NAVD = 0.52 NGVD). This is a Zone VE, thus associated with wave action. The adjacent Zone AE still water elevations are 6, 7, or 8 depending on location in the bay or along the shore. At the crossing of the ICWW at CR 386 and Wetappo Creek, the flood zones are Zone A "Elevation Not Determined".

Pages 2-22 and 4-74 will be revised to reflect that stormwater will drain directly off the bridge through scuppers and that compensatory stormwater treatment will be provided. The size and location of stormwater treatment ponds will be provided for the preferred alternative.

The guide clearance information for the ICWW from Section 4 has been added to Section 2.

High-level bridges are usually closed to traffic when sustained wind speeds exceed 40 mph. This will be added to DEIS.

Construction Methodology

Comment: Please provide general information about how the bridge(s) would be constructed, such as lay-down locations and post-construction disposition, use of work bridges and/or barges, schedule start and duration, and use of cofferdams. Because of the extensive amount of wetlands at the ICWW/Wetappo Creek crossing, construction techniques there have the potential for causing significant wetland impacts that we must evaluate.

Response: Much of the information requested will not be known until the project design phase. Once a preferred alternative is selected the FDOT will coordinate with the USCG regarding the agency's specific needs and will provide the requested information as it becomes available.

Navigation

Comment: Please describe historic, current, and prospective waterway navigational usage, including type, frequency, and height of craft, for the ICWW and Wetappo Creek. The document must contain some analysis of impacts to navigation. Section 4.3.17, on page 4-101 does not do this. Page 4-109 concludes that there would be no substantial direct or indirect impacts, but the conclusion is not supported by any analysis. Stating that the impact is "New high-level crossing of Wetappo and ICWW" as done on page 27 summary for operation impacts, is insufficient. The analysis should explain the meaning of the page 28 summary for construction impacts that states "Increased hazards to vessels due to bridge construction". To the extent that there is a difference between impacts for the alternative locations, the differences should be indicated. Please provide the clearance information for the DuPont and Overstreet bridges as well as any others that are considered limiting.

Response: Commercial traffic on the Gulf ICWW is primarily barge-carried bulk cargo with some recreational traffic. A boat survey will be performed after selection of the preferred alternative to identify current traffic. The Port of Port St. Joe is trying to become an operational port again. At some point in the future it will influence the amount of boat traffic on the ICWW; however, at this time the amount of additional barge traffic it is likely to generate cannot be estimated. A bridge construction permit application will be submitted during the project's design phase.

The presence of another high-level bridge is not expected to provide a substantial impact to navigation. During construction of the bridge there could be some temporary restrictions due to blockages from barges and cranes used to construct piers and lift bridge segments into place. Most vessels that currently use the navigation channel would be able to continue to use the channel throughout most of the construction. In any event, work in the waterway would be coordinated with USCG and a notice to mariners would be published.

The principal difference between the two bridge locations is the length of the structures. The East Bay Crossing is estimated to be 9,100 feet long while the ICWW/Wetappo crossing is estimated to be 7,000 feet long.

Floodplains

Comment: Much of the PDEIS impact analysis is written at the alternative level to allow a comparison between the five roadway alternatives. For USCG purposes, the document needs to have bridge specific information. Page 3-52 states that the base floodplains in proximity to East Bay are storm surge related and have a base flood elevation of 8 feet. Please clarify whether this applies to the ICWW/Wetappo Bridge as well as the East Bay bridge and describe, in combination with information identified above in item 2 for each bridge location, floodplain encroachment. The PDEIS, page 4-82, references a location hydraulic report but the report does not give bridge-specific information and indicates that no flow rate analysis was done for the bridges. The final document should contain, or reference, an analysis that demonstrates the predicted changes to the base flood elevation. Consistent with the requirements of Executive Order 11988, the document should include a finding that there is no practicable alternative to siting in the floodplain and that the design minimizes potential harm.

Response: The Preliminary Engineering Report that accompanies the Environmental Impact Statement will provide engineering information on the proposed bridges, although much of the specific information requested won't be available until after a preferred alternative is identified.

The flood zones at the crossing of the ICWW at CR 386 and Wetappo Creek are Zone A (Elevation Not Determined). In East Bay, the highest flood elevation is 10 NAVD 88 (0.00 NAVD=0.52 NGVD). This is a Zone VE, thus associated with wave action. The adjacent Zone AE still water elevations are 6, 7, or 8 depending on location in the bay or along the shore.

During this phase of project development, a flow rate analysis will not be done for the high level bridges over the ICWW at CR 386 and Wetappo Creek because the bridge sizes and therefore the preliminary cost estimates are not controlled by the hydraulics. During the final design phase, hydraulics will be evaluated to address scour and potential backwater effects.

but the structure sizes are controlled (minimum size) by other factors such as roadway geometry rather than hydraulics.

The high level structures, like the other structures, will be designed to cause minimal changes in flood stages and flood limits. These changes will not result in any significant adverse impacts on the natural and beneficial floodplain values or any significant changes in flood risk or damage. The project will enhance emergency services and evacuations. Therefore, it has been determined that the encroachments associated with this project are not significant. Please note that the floodplain finding cannot be stated until after the selection of a preferred alternative, therefore, the Final EIS will contain the floodplain finding.

Wetlands

Comment: PDEIS section 4.3.4, page 4-56 states that planning-level wetland assessments have been conducted and more detailed assessment appropriate for permit application submittal will be required. Please describe in the DEIS plans for more detailed assessments for the East Bay and ICWW/Wetappo Creek bridge rights-of-way and indicate whether the results will be in the final EIS. The DEIS should provide description of the direct and indirect impacts to the wetlands, including construction impacts and mitigation. Construction impacts at the ICWW/Wetappo Creek location would be of particular concern due the presence of the extensive wetland area. If the wetlands impacts would be the same as those described in the PDEIS discussion of essential fish habitat, please add section 4.3.4 a reference to section 4.3.5 for the additional wetland information. Consistent with the requirements of Executive Order 11990, the document should include a finding that there is no practicable alternative to construction in the wetlands and that all practicable measures to minimize harm to wetlands have been included.

Response: The term "planning-level assessment" is being removed from the text of the EIS as it has generated confusion among reviewers. The methodology utilized in conducting the wetlands assessment for the alternatives analysis phase of project development was the commonly accepted procedure previously-approved by the permitting agencies and used on numerous projects at this level of analysis. The detailed UMAM assessment will be conducted on the preferred alternative; therefore, it will only be conducted at the bridge location associated with the preferred alternative.

Direct and indirect impacts to wetlands and construction impacts have been provided in the draft EIS. FDOT is committed to providing mitigation for unavoidable wetland impacts and has committed to doing so in the draft EIS. However, mitigation plans are still being formulated since there are issues to be resolved such as the fact that there are no current mitigation sites with estuarine credits. However, once the preferred alternative is identified, resolution of outstanding mitigation issues can be resolved and the full conceptual mitigation plan will be presented in the final EIS.

Section 4.3.4 will reference Section 4.3.5.

The Final EIS will contain the wetlands findings.

Essential Fish Habitat

Comment: If additional assessments of essential fish habitat (EFH) would be conducted, please add information as described above for wetlands. Page 4-64 indicates that the alignment was

shifted post-EFH assessment. Please indicate whether the assessment information provided remains representative of the new alignment or whether it will be revised after additional assessment. The wetlands report, page 61, and the EFH assessment, page 23, discuss indirect impacts to EFH. Please include this information, corrected as needed for the re-alignment, in Section 4.3.19.3 of the DEIS.

Response: The original EFH field surveys conducted on September 5, 7, and 12, 2007 encompassed an area of sufficient extent to allow for the shifting of an alternative's alignment to avoid or reduce impacts without requiring additional new surveys. Therefore, the data and information presented in the EFH assessment are of sufficient detail and specificity to estimate potential impacts to existing marine resources identified at the time field surveys were conducted and are applicable to the adjusted alignments.

Historic Resources

Comment: PDEIS page 4-48 states that there is no direct impact and page 4-109 state that there are no indirect impacts to historic resources. However, page 4-45 indicates that the state historic preservation officer (SHPO) considers the visual impact of the East Bay bridge on the Allanton Farmstead to detract from the farm's historic setting. Please resolve the apparent inconsistency and indicate whether the SHPO concern could be mitigated.

Response: The discrepancy has been resolved and the SHPO has determined that there would be no adverse effect on cultural resources, including the Allanton Farmstead. The SHPO correspondence making this determination is provided in the revised DEIS appendices.

Migratory Birds

Comment: The PDEIS does not address compliance with the Migratory Bird Treaty Act, a topic that was raised by the US Environmental Protection Agency and the U.S. Fish and Wildlife Service (USFWS), appendix J. For the East Bay and ICWW/Wetappo Creek bridges, please add, at a minimum, discussion of whether construction would begin during the nesting season and whether construction would impact nesting migratory birds.

Response: A statement has been added to the DEIS that the project has been developed in accordance with the Migratory Bird Treaty Act. The construction period for the bridges has not been determined yet. A commitment will be added to the DEIS that the FDOT will require the contractor to conduct a survey to determine the presence of nesting migratory birds in the vicinity of the proposed bridge and, if present, to schedule the bridge construction after the nesting season.

Wildlife

Comment: Sections 3.6.8 and 4.3.14 provide an extensive description and listing of species, including federally listed threatened and endangered species, for the project area. Because the analytical focus is on roadway alignments, the USCG is unable to determine which species are present and may be affected by the East Bay and the ICWW/Wetappo Creek bridges. Please provide this information, particularly for the table 4-41, page 4-96 determination of effect. Page 4-48 states that the endangered species biological assessment report was submitted to the USFWS but does not indicate whether it was submitted to the National Marine Fisheries Service (NMFS). Please indicate whether the report was submitted to the

NMFS Office of Protected Resources for the purposes of the Endangered Species Act and the Marine Mammal Protection Act consultation and if not, explain why.

Response: The referenced Table 4-41 (now Table 4-51) is for each alternative's entire alignment. It does not distinguish between land and waterway crossings. The information on potentially affected species at the waterway crossing will be made available after selection of the preferred alternative and the completion of detailed surveys.

The Endangered Species Biological Assessment report was submitted to the NMFS On The Essential Fish Habitat report was provided to NMFS on April 20, 2011 along with the Draft EIS, Wetlands Evaluation Report, Endangered Species Biological Assessment, Indirect and Cumulative Effects Report, and other technical documents. Marine Fisheries provided response back from their review to the FDOT on May 25, 2011. They were not mentioned as having received the report because the Essential Fish Habitat report is the coordination document for NMFS. Any comments provided by the NMFS and other resource agencies are included in the appendices to the draft EIS.

Coastal Zone Consistency

Comment: Section 4.3.12, page 4-83, states that the Florida State Clearinghouse has determined that this project is consistent with the Florida Coastal Zone Management Plan. The Clearinghouse statement addresses the PD&E study and is misleading in the PDEIS because it is out of context. The NWFWMMD will determine construction and operation consistency through issuance of the environmental resource permit. Please clarify the PDEIS statement.

Response: The FDOT PD&E Manual requires that the following standard statement be provided (unless the project is not found consistent) "*The State of Florida has determined that this project is consistent with the Florida Coastal Zone Management Plan*". However, additional information on CZMA consistency process has been added to the text that explains that a separate consistency review is undertaken at the permitting phase.

Indirect Impacts

Comment: At either location, a new bridge and its right-of-way will provide a new landward access point to a portion of the waterway that currently is relatively inaccessible and wild. If provisions would be made for public access, please describe them and their potential impacts. If not, please acknowledge the potential for unauthorized usage and impact.

Response: There are no plans for public access at the bridge locations. The property surrounding the bridge approaches is privately-owned and not likely to allow public access. Further, should these locations be used to provide wildlife crossings the right-of-way would likely be fenced for some distance to funnel wildlife to the crossing, preventing public access from the road to the waterway. Therefore, any discussion of unauthorized usage would be purely speculative. Since NEPA only requires the analysis of reasonably, foreseeable future actions, no discussion has been provided.

Other

Comment: Before the final environmental document for this project is prepared, the locations and plans for all of the bridge crossings should be developed, at least to the extent that the document may incorporate the potential direct and indirect impacts, associated with the construction of

the bridges. Although, the GIWW crossing will be the most significant, any and all other waterway crossings will need to be independently evaluated from the standpoint of navigation to determine the level of Coast Guard bridge permitting action that may be required for each one.

Response: Comment noted.

Sincerely,

A handwritten signature in blue ink, appearing to read "Alan Vann". The signature is fluid and cursive, with the first name "Alan" and last name "Vann" clearly distinguishable.

Alan Vann

U.S. Department of
Homeland Security

United States
Coast Guard



Commander
Eighth Coast Guard District
Hale Boggs Federal Building

RECEIVED

500 Poydras Street
New Orleans, LA 70130-3310
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APR 11 2013

16591A
March 26, 2013

ENVIRONMENTAL MANAGEMENT
OFFICE

Florida Department of Transportation
Attn: Mr. Alan Vann
1074 Highway 90
Chipley, FL 32428

Dear Mr. Vann:

We have reviewed your letter dated March 4, 2013, in response to our comments on the Preliminary Draft Environmental Impact Statement (PDEIS) for the Gulf Coast Parkway project in Gulf, Calhoun, and Bay Counties, Florida. This is your FPID # 410981-2-28-01. On July 28, 2011, the Coast Guard submitted comments to the Florida Department of Transportation (FDOT) on the PDEIS for the above project. We find that FDOT's response of March 4, 2013 does not fully address comments raised in our comment letter dated July 28, 2011. Below, we have incorporated comments that should be addressed in the DEIS.

1. Navigation— The March 4, 2013 response indicated that traffic on the Gulf ICWW is primarily barge-carried bulk cargo with some recreational traffic. No navigational usage information was provided for Wetappo Creek. The Coast Guard recognizes that detailed navigational usage information will be provided in the Final EIS, however, the above navigational usage information for the Gulf ICWW and similar information for Wetappo Creek should be included in the Draft EIS. Horizontal and vertical clearance information for the existing DuPont and Overstreet bridges as well as any others that are considered limiting should also be provided.
2. Wetlands— The wetlands report, PDEIS page 61, and the EFH assessment, PDEIS page 23, discuss indirect impacts to EFH. Please include this information, corrected as needed for the subsequent re-alignment, in section 4.3.19.3 of the DEIS.
3. Indirect Impacts— At either of the alternative locations, a new bridge and its right-of-way will provide a new landward access point to a portion of the waterway that currently is relatively inaccessible and wild. The March 4, 2013 response indicated that the property surrounding the bridge approaches is privately-owned and not likely to allow public access; and any discussion of unauthorized usage would be purely speculative so no discussion has been provided. The Coast Guard is aware of other federal agency actions where indirect impacts from unauthorized use were evaluated in the NEPA documentation. It is recommended that the project obtain an opinion regarding this matter from the U.S. Fish and Wildlife Service and other natural resource agencies with an interest in this project.

16591A
March 26, 2013

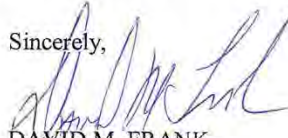
4. Future Actions, Commitments, Mitigation, and Permits - The Coast Guard recognizes that because the preferred alternative will be documented in the Final EIS, the Draft EIS will not identify site-specific environmental resource, land use, demographic and socioeconomic impacts.

Before the final environmental document for this project is prepared, the locations and plans for all of the bridge crossings should be developed, at least to the extent that the document may incorporate the potential direct and indirect impacts, associated with the construction of the bridges. The Coast Guard will look to the Final EIS to document resolution of the issues raised in our July 28, 2011 comment letter.

5. Navigational and environmental impacts specific to each waterway crossing will need to be independently evaluated from the standpoint of navigation to determine the level of Coast Guard bridge permit action that may be required for each one. The Coast Guard will need to review the Final EIS to ensure that its bridge permitting needs have been met before the Federal Highway Administration issues a Record of Decision for the project.

Thank you for the opportunity to provide input. If we can be of further assistance, please contact our office.

Sincerely,



DAVID M. FRANK
Chief, Bridge Administration Branch
U.S. Coast Guard
By direction

Copy: David Gibbs, FHWA
COMDT, CG-5512



Florida Department of Transportation

RICK SCOTT
GOVERNOR

1074 Hwy 90
Chipley, FL 32428

ANANTH PRASAD, P.E.
SECRETARY

July 31, 2013
Mr. David M. Frank, Chief
Bridge Administration Branch
U.S. Coast Guard, Eighth District
500 Poydras Street
New Orleans, Louisiana 70130-3310

Re: Gulf Coast Parkway
FPID #: 410981-2-28-01
County: Bay, Calhoun and Gulf
Preliminary Draft Environmental Impact Statement

Dear Mr. Frank:

Thank you for your letter of March 26, 2013 regarding the above referenced project. The following addresses the responses to the comments you submitted.

Comment: Navigation – the March 4, 2012 response indicated that traffic on the Gulf ICWW is primarily barge-carried bulk cargo with some recreational traffic. No navigation usage information was provided for Wetappo Creek. The Coast Guard recognizes that detailed navigational usage information will be provided in the Final EIS, however, the above navigational usage information for the Gulf ICWW and similar information for Wetappo Creek should be included in the Draft EIS. Horizontal and vertical clearance information for the existing DuPont and Overstreet bridges as well as any others that are considered limiting should also be provided.

Response: Wetappo Creek is principally used for recreational navigation by the property owners residing along the creek and others who may access the creek from East Bay or from a small boat ramp near CR 386. At the time of the initial site review there were 12 sailboats moored on Wetappo Creek (pictures of boats are attached). The largest sailboat was reported to have a 62-foot mast. The longest sailboat was 56 feet. There are antidotal reports that the creek is sometimes used by other types of vessels as a "hurricane hole"; however, this has not been observed by FDOT.

Clearances provided at the DuPont and Overstreet Bridges are 65 feet vertical and 150 feet horizontal. Access to Wetappo Creek from East Bay would be limited to vessels that can pass the DuPont and Overstreet bridges, however, most commercial vessels would not use Wetappo as there is no destination upstream on Wetappo Creek that requires commercial navigation.

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Navigation on Wetappo Creek is also limited by the width of the waterway (see photographs) which narrows considerably as it moves upstream from East Bay and depth of the channel. Most vessels, especially sailing vessels, using Wetappo Creek can travel no further than the CR 386 crossing of the creek (see attached photograph of CR 386 bridge across Wetappo Creek) north of Overstreet. Small fishing boats, canoes and kayaks can pass under this bridge. This information will be provided in the draft EIS.

Comment: Wetlands – The wetlands report, PDEIS page 61, and the EFH assessment, PDEIS page 23, discuss indirect impacts to EFH. Please include this information, corrected as needed for the subsequent re-alignment, in section 4.3.19.3 of the DEIS.

Response: If this comment was understood correctly the USCG is referring to what appears to be a slight discrepancy in impacts, assumed to be the result of the shift in alignment to minimize impacts, between what is shown in the wetland section and the EFH section of the report and what is shown in the table of impacts in Section 4.3.19. Because so much information had to be provided in the ICE summary tables, the impacts were rounded. For example, instead of Alternatives 8, 14, and 15 having 9.6 acres of impact to EFH, the direct impacts to EFH in the ICE tables is shown as 10 acres.

Comment: Indirect Impacts – At either of the alternative locations, a new bridge and its right-of-way will provide a new landward access point to a portion of the waterway that currently is relatively inaccessible and wild. The March 4, 2013 response indicated that the property surrounding the bridge approaches is privately-owned and not likely to allow public access; and any discussion of unauthorized usage would be purely speculative so no discussion has been provided. The Coast Guard is aware of other federal agency actions where indirect impacts from unauthorized use were evaluated in the NEPA documentation. It is recommended that the project obtain an opinion regarding this matter from the U.S. Fish and Wildlife Service and other natural resource agencies with an interest in this project.

Response: To be clear, FDOT assumes the USCG is referring to unauthorized usage of the FDOT right-of-way from the landward side of the bridge approaches and not from the waterway and that their intent is to access the waterway. FDOT is aware that such unauthorized usage of FDOT right-of-way occurs at some bridge locations. However for such usage to occur several conditions must be present not the least of which is the ability to exit the roadway in the vicinity of the bridge and unchallenged trespassing of adjoining property.

The proposed project will be a high-speed highway with a heavy percentage of freight traffic which would make leaving the roadway to access right-of-way a safety issue for both those attempting to exit the roadway and the traffic on the roadway. Please refer to the attached figure showing the conceptual crossing of the ICWW/Wetappo by Alternatives 8, 14, and 15. For someone desiring to access the waterway from the bridge approach, due to the length of the structure (7,000 feet) and elevated roadway, they would have to exit the roadway approximately one-half mile from the waterway and traverse privately-owned wooded areas and marsh to access the waterway. It would be much easier to access the waterway from the existing access in Overstreet. Therefore, unauthorized usage of the bridge approaches at this location is highly unlikely to occur.

Please refer to attached figure showing the conceptual crossing of the ICWW/East Bay by Alternatives 17 and 19. This bridge structure would be approximately 9,100 feet long. Anyone desiring to access the waterway from the north bridge approach would be trespassing on the Allanton Farmstead, a Century Farm. The owners of the farm live just north of Allanton Road overlooking East Bay. Anyone attempting to access East Bay from the north bridge approach would be trespassing on the farm, which would not go unchallenged.

If there were to be unauthorized usage of a bridge approach to access East Bay, it would most likely occur from the south bridge approach. Although access from this approach would require traversing at least 2500 feet of privately-owned pine plantation, it would not require crossing marsh to reach the waterway. Further, the usage of private property may not be monitored as much as it would be on the north bridge approach and therefore, a challenge from the property owner would be less likely. However, the likelihood of this unauthorized usage occurring is still considered low because there are existing dirt roads in the area that provide easier access than exiting a high speed highway. That these existing roads are rarely used, if at all, to provide access to the waterway is indicative of little demand for the waterway access from this location.

FDOT will acknowledge in the indirect and cumulative effects analysis that the presence of the bridge provides the opportunity for unauthorized usage of the bridge approaches to access the waterway which could have additional effects on natural resources but that the likelihood of this usage occurring is low.

Comment: Future Actions, Commitments, Mitigation, and Permits - The Coast Guard recognizes that because the preferred alternative will be documented in the Final EIS, the Draft EIS will not identify site-specific environmental resource, land use, demographic, and socioeconomic impacts.

Before the final environmental document for this project is prepared, the locations and plans for all of the bridge crossing should be developed, at least to the extent that the document may incorporate the potential direct and indirect impacts, associated with the construction of the bridges. The Coast Guard will look to the Final EIS to document resolution of the issues raised in our July 28, 2011 comment letter.

Response: Site-specific environmental resource, land use demographic and socioeconomic impacts have been identified at bridge locations. Detailed plans of the bridges over navigable waterways have not yet been developed. When these plans are developed they will be used to further refine these impacts which will be summarized in the final EIS. Development of bridge plans will occur after identification of the preferred alternative.

Comment: Navigational and environmental impacts specific to each waterway crossing will need to be independently evaluated from the standpoint of navigation to determine the level of Coast Guard bridge permit action that may be required for each one. The Coast Guard will need to review the Final EIS to ensure that its bridge permitting needs have been met before the Federal Highway Administration issues a Record of Decision for the project.

Response: The USCG will be provided the opportunity to review and comment on the final EIS.

Sincerely,

A handwritten signature in blue ink that reads "Alan Vann". The signature is written in a cursive style with a long horizontal stroke at the end.

Alan Vann





































Cooperating Agency Emails on Review of DEIS

6/24/13 Correspondence from USCOE

6/26/13 Correspondence from USEPA

7/2/13 Correspondence from NMFS

7/2/13 Correspondence from USCG

7/2/13 Correspondence from USFWS

From: Phillips, Andrew W SAJ [Andrew.W.Phillips@usace.army.mil]
Sent: Monday, June 24, 2013 3:55 PM
To: Garrett, Greg W
Cc: Witgenstein, Melinda M SAJ; Kizlauskas, Andrew A SAJ
Subject: Gulf Coast Parkway DEIS publication (UNCLASSIFIED)

Classification: UNCLASSIFIED
Caveats: NONE

Greg,

Per our conversation today about the DEIS and the associated path forward. I agree that the USACE will not require a re-evaluation of the DEIS however, the Corps requests an application be submitted concurrent with the publication of the DEIS in the Federal Register. The Corps PN would be published concurrently to reach the broadest range of commenter's and hopefully identify any objections or need for additional analysis in the DEIS phase.

I will brief Melinda and Andy on our conversation next week and spin them up on how I would handle the project.

Respectfully,

AWP

Andrew Phillips
Project Manager

USACE
400 High Point Drive, Suite 600
Cocoa, Florida 32926

321-504-3771 ex 14
321-504-3803 fax

Please assist us in better serving you! Please complete the customer survey by clicking on the following link:
<http://per2.nwp.usace.army.mil/survey.html>

Classification: UNCLASSIFIED
Caveats: NONE

From: Dominy, Madolyn [Dominy.Madolyn@epa.gov]
Sent: Wednesday, June 26, 2013 2:50 PM
To: Garrett, Greg W
Subject: Gulf Coast Parkway Draft EIS review

Greg,

In response to our telephone conversation this morning, I would like to follow up with an email to clarify EPA's position on the review of a preliminary Draft Environmental Impact Statement (DEIS) for Gulf Coast Parkway. EPA does not feel the need to review the preliminary DEIS for the following reasons:

The regular NEPA EIS process includes Scoping, Federal Register Notice, Draft EIS, Comment period, Final EIS, Comment Period, Record of Decision.

The various ETAT resource agencies have been involved with the Gulf Coast Parkway project for several years and have provided input into the project at different review stages. The coordination and collaboration between the resource agencies, FDOT, FHWA, and consultants should have provided more than enough information (Scoping) to adequately develop the DEIS. Since the review of a preliminary document does not have a regulatory timeframe, the review of such documents by resource agencies could lead to a delay in issuance of the Draft EIS.

In the past and for most projects, EPA does not routinely review preliminary DEIS documents. With recent and ongoing reduction in resources at EPA, it is imperative that NEPA reviewers and associate reviewers not be given additional workloads on the same project. At the time of the Draft (and/or) Final EIS stage, the documents are sent out to various associate reviewers within the Region to provide comments on their area of knowledge or expertise. I cannot ask my associate reviewers to provide me comments on a preliminary document then again ask them to review the actual Draft EIS.

If you have any questions or would like to discuss this matter further, please do not hesitate to contact me.

Sincerely,
Madolyn Dominy
EPA Region 4
NEPA Program Office
(404)562-9644

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From: David Rydene - NOAA Federal [david.rydene@noaa.gov]
Sent: Tuesday, July 02, 2013 1:20 PM
To: Garrett, Greg W
Subject: Re: Gulf Coast Parkway Draft

Greg,

As per our phone conversation on June 24, 2013, NMFS does not need to re-evaluate the Gulf Coast Parkway DEIS at this time. NMFS will provide further comments on essential fish habitat and endangered/threatened species issues, and coordinate on mitigation options, as the NEPA process continues and a preferred alternative is chosen.

Thanks, Dave Rydene

On Tue, Jul 2, 2013 at 10:46 AM, Garrett, Greg W <Greg.Garrett@atkinsglobal.com> wrote:
David,

As a follow up to our conversation last week I am emailing you to confirm that the National Marine Fisheries does not require a re-evaluation of the Draft Environmental Impact Statement or the associated technical documents prior to FHWA's reviewing and approving the document for public availability and the project proceeding to a public hearing.

Based on the comments provided by you on the draft documents we understand that upon the selection of a preferred alternative NMFS will require a follow up review. At that time NMFS will make determinations of concurrency for the affect of impacts to protected species and habitats as well as coordinate on mitigation options.

Thank you,

Greg Garrett
Group Manager, Transportation Planning

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www.atkinsglobal.com

--

David Rydene, Ph.D.
Fish Biologist
National Marine Fisheries Service
Habitat Conservation Division
263 13th Avenue South

St. Petersburg, FL 33701
Office (727) 824-5379
Cell (813) 992-5730
Fax (727) 824-5300

From: Garrett, Greg W
Sent: Tuesday, July 02, 2013 11:17 AM
To: 'David.M.Frank@uscg.mil'
Cc: Wade, Kay B CIV
Subject: RE: Gulf Coast Parkway Draft Review

That is correct, another review will be provided prior to the ROD being signed.

To clarify, as we discussed, all concerns that could be addressed at the draft level have been addressed and were discussed in the FDOT response letter sent to the CG on March 4, 2013. In your March 26, 2013 response, you provided further clarification that addressing your concerns in the FEIS, and prior to the ROD, was sufficient.

Based on these correspondence and our conversation last week it was clarified that the USCG did not require another review of the Draft EIS and associated technical documents prior to FHWA approving those draft documents for public availability.

Thank you,

Greg Garrett
Group Manager, Transportation Planning

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Address: 2639 N. Monroe St., Bldg C, Tallahassee, FL | Tel: +1 (850) 580.7825 (direct) | Fax: +1 (850) 574.2428 | Cell: +1 (850) 212.9791 Email: Greg.Garrett@atkinsglobal.com | Web: <http://www.atkinsglobal.com/northamerica> www.atkinsglobal.com

-----Original Message-----

From: David.M.Frank@uscg.mil [mailto:David.M.Frank@uscg.mil]
Sent: Tuesday, July 02, 2013 11:07 AM
To: Garrett, Greg W
Cc: Wade, Kay B CIV
Subject: RE: Gulf Coast Parkway Draft Review

As discussed, another review is not required if all concerns have been addressed. However, based upon your statements, the CG will have another review prior to the ROD being signed.

Thanks,

david

-----Original Message-----

From: Greg.Garrett@atkinsglobal.com [mailto:Greg.Garrett@atkinsglobal.com]
Sent: Tuesday, July 02, 2013 9:51 AM

To: Frank, David M CIV
Subject: Gulf Coast Parkway Draft Review

Mr. Frank,

As a follow up to our conversation last week I am emailing you to confirm that the US Coast Guard does not require a re-evaluation of the Draft Environmental Impact Statement or the associated technical documents prior to FHWA's reviewing and approving the document for public availability and the project proceeding to a public hearing.

Based on the comments provided by you on the draft documents we understand that upon the selection of a preferred alternative and prior to the completion of the FEIS, FDOT will be expected to address all of the comments and concerns provided by you in your review of the documents and in your response to the letters submitted back to you. At that time the USCG will make determinations of concurrency for the affect of impacts as well as the sufficiency of the mitigation options.

Thank you,

Greg Garrett

Group Manager, Transportation Planning

ATKINS

Address: 2639 N. Monroe St., Bldg C, Tallahassee, FL | Tel: +1 (850) 580.7825 (direct) | Fax: +1 (850) 574.2428 | Cell: +1 (850) 212.9791 Email: Greg.Garrett@atkinsglobal.com | Web: <http://www.atkinsglobal.com/northamerica> www.atkinsglobal.com

From: Mittiga, Mary [mary_mittiga@fws.gov]
Sent: Tuesday, July 02, 2013 11:56 AM
To: Garrett, Greg W
Subject: Gulf Coast Parkway DEIS

Hello Greg,

Thank you for contacting me and providing an opportunity for additional review of the draft Environmental Impact Statement (DEIS) for the proposed Gulf Coast Parkway prior to its release for public comment. As the Fish and Wildlife Service (Service) has already provided initial comments, this additional review is not needed. The Service expects to provide further comments, if necessary, during the 45-day comment period after the notice for the DEIS is published in the Federal Register. We look forward to working with you as your studies for this project progress.

--

Mary A. Mittiga
Fish and Wildlife Biologist
U.S. Fish and Wildlife Service
1601 Balboa Avenue
Panama City, Florida 32405
Tel: (850) 769-0552 Ext. 236
Fax: (850) 763-2177
Email: Mary_Mittiga@fws.gov
Website: <http://www.fws.gov/panamacity/>

"Working with others to conserve, protect, and enhance fish, wildlife, plants, and their habitats for the continuing benefit of the American people." - USFWS mission statement.

Floodplains Correspondence

7/2/13 Concurrence with Gulf County concerning 23 CRF 650

7/10/13 Concurrence with Bay County concerning 23 CRF 650

From: David Richardson [<mailto:drichardson@gulfcountry-fl.gov>]
Sent: Tuesday, July 02, 2013 11:07 AM
To: Hack, Christopher R
Subject: RE: Gulf Coast Parkway - Local Floodplain Programs

Sounds good to me.

David Richardson
Gulf County BOCC
Planner
1000 Cecil G. Costin Sr. Blvd.
Port St. Joe, FL 32456
(850) 227-9562
<http://www.gulfcountry-fl.gov/PlanningDepartment.cfm>

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From: Hack, Christopher R [<mailto:Christopher.Hack@atkinsglobal.com>]
Sent: Tuesday, July 02, 2013 10:09 AM
To: drichardson@gulfcountry-fl.gov
Subject: Gulf Coast Parkway - Local Floodplain Programs

David:

Thanks for talking with me yesterday. I was planning to document our conversation with the following text. Please let me know if this needs editing.

23 CRF 650 requires that as a part of location hydraulic studies, local agencies be contacted to determine if the proposed highway action is consistent with existing watershed and floodplain management programs.

I discussed this with David Richardson who heads the Gulf County Flood Protection and Planning Department. Mr. Richardson said their primary focus was on residential development and that in general there was no restriction to roads other than the appropriate use of culverts to allow floodwaters to pass under the road with backing up. He said that Gulf County did not have a floodplain program that was more restrictive than FEMA requirements. He noted that it is difficult to actually approve the project without more specific details typically known only during the design phase.

I explained that the project will be designed to FEMA, FDOT, and state regulatory requirements and will be noted as such in the Location Hydraulic Report and related Preliminary Engineering documents. These agencies have requirements addressing the use of culverts to allow floodwaters to pass under the road with backing up. Given this fact and that Gulf County does not have more restrictive requirements than FEMA; I conclude that the project will be consistent with Gulf County's floodplain management program.

Chris Hack, PE
Senior Engineer III, Transportation Division

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From: Wayne Porter [<mailto:wporter@baycountyfl.gov>]
Sent: Wednesday, July 10, 2013 12:38 PM
To: Hack, Christopher R
Cc: Martin Jacobson
Subject: RE: Gulf Coast Parkway, From Mexico Beach to US 231 - Local Floodplain Programs

Chris,

This looks correct. Will the County have an opportunity to look at the preliminary engineering and hydraulic studies when they are prepared?

Here is the link to our flood ordinance...

<http://media.baycoclerk.com/Media/Minutes/Mins//Bay%20FL/Ordinance/2013-07-02%20Ordinance%2013-22%20Amend%20Bay%20County%20Code%20to%20Repeal%20and%20Adopt%20a%20New%20Chapter%209%20Drainage.%20Article%20II,%20Floodplains.pdf>

Thanks,

Wayne Porter
Planner/CRS Coordinator
Bay County Planning & Zoning
850-248-8258

wporter@baycountyfl.gov

From: Hack, Christopher R [<mailto:Christopher.Hack@atkinsglobal.com>]
Sent: Tuesday, July 09, 2013 4:23 PM
To: Wayne Porter
Subject: Gulf Coast Parkway, From Mexico Beach to US 231 - Local Floodplain Programs

Wayne:

Thanks for talking with me earlier. I was planning to document our conversation with the following text. Please let me know if this needs editing.

23 CRF 650 requires that as a part of location hydraulic studies, local agencies be contacted to determine if the proposed highway action is consistent with existing watershed and floodplain management programs.

I discussed Gulf Coast Parkway with Wayne Porter, of the Bay County Planning and Zoning Department. Mr. Porter said that Bay County's floodplain program is based off a State model that has been approved by FEMA. He said there is nothing more restrictive in Bay County's Ordinance than the standard FEMA requirements regarding infrastructure projects such as this.

I explained that the project will be designed to FEMA, FDOT, and state regulatory requirements. This will be noted as such in the Gulf Coast Parkway Location Hydraulic Report and related preliminary engineering documents. Given that Bay County does not have more restrictive requirements than FEMA, I conclude that the project will be consistent with Bay County's floodplain management program.

For my future reference, please send me the latest floodplain ordinance at your convenience.

Chris Hack, PE
Senior Engineer III, Transportation Division

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2639 N. Monroe Street, Bldg. C, Tallahassee, FL 32303-4027 | Tel: (850) 575 1800 | Direct: (850) 580 7963 | Fax: (850) 575 1083
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Intracoastal Waterway Paddling Trail Correspondence

**5/23/12 Florida Department of Environmental Protection, Office of
Greenways and Trails E-mail**

From: Alderson, Doug [Doug.Alderson@dep.state.fl.us]
Sent: Wednesday, May 23, 2012 9:24 PM
To: Vaughn, Greg A
Subject: RE: Intracoastal Waterway Canoe Trail?

This e-mail confirms that there is no state-designated waterway known as the "Intracoastal Waterway Canoe Trail."

If you need more information, please don't hesitate to contact me.

Regards,

Doug Alderson

Paddling Trails Coordinator/Visit Florida Trails and Greenways Website Coordinator
Office of Greenways and Trails
Florida Department of Environmental Protection
(850) 245-2061 (Mon-Wed)
(850) 421-3677 (Thurs-Fri)

Please take a few minutes to share your comments on the service you received from the department by clicking on this link: [DEP Customer Survey](#).

From: Vaughn, Greg A [Greg.Vaughn@atkinsglobal.com]
Sent: Wednesday, May 23, 2012 4:48 PM
To: Alderson, Doug
Subject: Intracoastal Waterway Canoe Trail?

Mr. Alderson:

I spoke with you a couple of weeks ago concerning the "Intracoastal Waterway Canoe Trail" which is showing up as a data layer under "Paddling Trail Priorities" within the Efficient Transportation Decision Making (ETDM) mapping resource. At that time, I recall you telling me that to your knowledge there was no designated "Intracoastal Waterway Canoe Trail" and certainly not administered by the FDEP, Office of Greenways and Trails.

Could you please reply to this email and confirm that this is the case?

Thanks for your assistance in this matter.

Greg Vaughn
Sr. Planner, Transportation Planning and PD&E

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APPENDIX K

Public Opinion Surveys



GULF COAST PARKWAY PUBLIC OPINION SURVEY

www.gulfcoastparkway.com



FPID No.: 410981-1-22-01

The Florida Department of Transportation (FDOT) is conducting a Project Development & Environment (PD&E) Study for a proposed new roadway (the Gulf Coast Parkway) that would connect US 98 in Gulf County with US 231 and US 98 (Tyndall Parkway) in Bay County. To ensure that FDOT understands your concerns, please complete the following survey. Providing information through this survey does not represent your endorsement of the project. All surveys must be mailed by August 31, 2008. Thank you for your participation.

To ensure the validity of this survey please provide your name and address below. This contact information will only be used by project staff to update our project mailing list.

Name: _____ Address: _____

City: _____ State: _____ Zip Code: _____

E-mail (optional): _____

PLEASE PRINT OR CIRCLE YOUR RESPONSE

In which county do you live: *Gulf Bay Other:* _____

How far do you commute to work (one-way)? *1-20 miles 21-30 miles 30+ miles*

How far do you commute to shopping? *1-20 miles 21-30 miles 30+ miles*

On average, how often each month do you travel to Gulf / Bay County? *Less than 5 trips 5-10 trips 10+ trips*

Would you travel to Gulf / Bay County more often if there was a more direct route? *Yes No*

If you own a business, do you think the proposed project would be good or bad for your business?

Good for my business

Bad for my business

Don't know

If you traveled any of the alternative corridors north from US 98 to US 231, where would you most likely be headed?

To Panama City

North of Panama City

Other

Overall, are you in favor of this project?

Yes

No

Undecided

From the list below, circle your three most important issues regarding the project.

Roadway Congestion

Economic Improvement

Construction Schedule

Traffic Noise

Waterway Navigation

Opportunities for Input on the Project

Roadway Safety

Wetlands

Project Costs

Hurricane / Emergency

Environment

Other (please specify): _____

Potential Bridges

Wildlife and Habitat

Residential / Business Relocations

Induced Growth

How would you prefer to get information on the Gulf Coast Parkway PD&E Study in the future?

Public Meetings

Mailings and Newsletters

Small Group Meetings

Talking directly with a Project Team Member

Web Page (www.gulfcoastparkway.com)

Please choose your top 3 alternative corridors:

7 8 9 10 11 12 13 14 15 16 17 18 None

Why do you consider these 3 corridors the best choices? _____

Thank you!

Please fold your survey on the dotted line on the back, seal with the enclosed sticker, and place in the mail.



October 2009

GULF COAST PARKWAY PUBLIC OPINION SURVEY

www.gulfcoastparkway.com



FPID No.: 410981-1-22-01

The Florida Department of Transportation (FDOT) is conducting a Project Development & Environment (PD&E) Study for a proposed new roadway (the Gulf Coast Parkway) that would connect US 98 in Gulf County with US 231 and US 98 (Tyndall Parkway) in Bay County. To ensure that FDOT obtains your input, please complete the following survey. Providing information through this survey does not represent your endorsement of the project. All surveys must be mailed by November 16, 2009. Thank you for your participation.

To ensure the validity of this survey, please provide your name and address below. This contact information will only be used by project staff to update our project mailing list.

Name: _____ Address: _____

City: _____ State: _____ Zip Code: _____

E-mail (optional): _____

PLEASE PRINT OR CIRCLE YOUR RESPONSE

In which county is your business or residence located? *Gulf Bay Calhoun Other: _____*

Do you believe this project will induce growth in the area? *Yes No Don't Know*

Do you believe growth in the area will: *Be a benefit Not be a benefit Undecided*

If you own a business, do you think the proposed project would be good or bad for your business?

Good for my business

Bad for my business

Don't know

From the list below, circle the three greatest benefits regarding the project.

Economic Improvement

Roadway Safety

Hurricane / Emergency

Induced Growth

Decreased Congestion

Better Connectivity

Tyndall Bypass

Improved Travel Time

Other (please specify): _____

From the list below, circle the three greatest impacts regarding the project.

Increased Congestion

Roadway Safety

Property Relocations

Induced Growth

Potential Bridges

Project Costs

Waterway Navigation

Wetlands

Wildlife and Habitat

Other Environmental

Other (please specify): _____

Of the benefits and impacts you indicated above, which do you believe?

The benefits outweigh the impacts

The impacts outweigh the benefits

Undecided

If you traveled any of the alternative alignments north from US 98, which direction would you most frequently travel?

To US 231

To Tyndall Parkway (US 98)

If you continue to US 231, which alternative alignment do you believe is the best for this area?

8

14

15

17

19

If you continue west to Tyndall Parkway (US 98), which alternative alignment do you believe is the best for this area?

8

14

15

17

19

Please choose your top 2 alternative alignments: *8 14 15 17 19 None*

Why do you consider these 2 alternative alignments the best choices? _____

Overall, are you in favor of this project? *Yes No Undecided*

Thank you!

Please submit your completed survey to a meeting staff member.

APPENDIX L

Issue Action Plans

Coastal and Marine Action Plan

Indirect and Cumulative Effects Action Plan

Wetlands Action Plan

Wildlife and Habitat Action Plan

Gulf Coast Parkway

Coastal and Marine Action Plan

The Project Development and Environment (PD&E) Study for the Gulf Coast Parkway will be developed in accordance with the National Environmental Policy Act (NEPA) of 1969, as amended; and to comply with all federal and state laws and requirements. Given that the alternatives developed for the proposed project will be on new alignment or in combination with existing roadways, the level of documentation will be an Environmental Impact Statement (EIS). Coordination with state, federal and local agencies, including those with jurisdiction over the referenced requirements, will be conducted throughout the EIS process.

In order to further define the project study, a scoping meeting will be conducted with the regulatory agencies to ensure that the scope of work adequately addresses all of the issues raised by the agencies. Agency coordination will continue throughout the study with regular conference calls to report on the project's progress and discuss agency concerns. The project team will meet with the Environmental Technical Assistance Team (ETAT) at key points in the study's development. In addition, the ETAT will have the opportunity to formally comment during the review period for the Draft EIS, Final EIS and Record of Decision (ROD).

Several members of the ETAT, through their review of the project in the Efficient Transportation Decision Making (ETDM) Programming Screen, had comments regarding a number of environmental issues. While Action Plans have been prepared to address several issues, the focus of this plan is the procedure to be used to address comments concerning potential impacts of the proposed action on Coastal and Marine resources. Among the concerns expressed are: the road's potential impact on and the need to maintain the natural hydrology and freshwater inflow to the estuarine environment; the effects of increased traffic and automobile-associated pollutants carried by stormwater runoff; and the effect of residential and commercial development resulting from the presence of the new road.

Given that the information presented in the ETDM programming screen was on the corridor level, most of the issues raised by ETAT members will be addressed during the development of alignments within the corridors selected for further study. Estimates of impacts will be based on the right-of-way width for the alternative(s) developed rather than the corridor widths. The general study process that will be utilized to address issues raised by the agencies is as follows:

- The study team will submit the proposed methodology for conducting essential fish habitat surveys to the National Marine Fisheries Service (NMFS) and the Florida Fish and Wildlife Conservation Commission (FFWCC) prior to conducting field investigations.

- The study team will conduct field investigations to identify the nature and extent of the essential fish habitat resources within the alternative alignments in accordance with Part 2 of the FDOT *PD&E Manual*. This will include the identifying the location of listed species and their habitats within the alternative alignments, including vegetation surveys (salt marsh, sea grass, etc.); determining the habitat suitability for listed species; the determination of actual or potential impacts of the proposed alternatives fish species and/or their habitats; and conducting an Essential Fish Habitat (EFH) assessment.
- The analysis of the alternatives impacts will also consider the barrier effect the new roadway might have on the area hydrology and the estuarine environment and the potential for, and impacts of, coastal and riverine flooding, such as changes in salinity.
- An EFH assessment report will be prepared that documents the available habitat and species that occur or have a potential to occur in the study area, the potential impacts of the project alternatives on essential fish habitat, and proposed mitigation. Coordination with the National Marine Fisheries Service (NMFS) will occur, as will similar coordination with various state agencies with jurisdiction over Marine and Coastal resources including fisheries and habitat.
- Based upon the data gathered and coordination with the agencies, adjustments will be made and/or design changes implemented to the alternative alignments to minimize or avoid impacts where feasible to do so.
- Coordination with all appropriate ETAT member agencies will be maintained throughout the process, as indicated above.
- Consistency with the Coastal Zone Management Act will be determined by the Florida Department Environmental Protection (FDEP).

Through project scoping and direct consultation with the Florida Department of Transportation (FDOT), the Federal Highway Administration (FHWA), the NMFS, and the FFWCC, the level of detail and scope of the Essential Fish Habitat analysis will be determined. Specifically, NMFS noted that the salt marsh, tidal flats, marine and estuarine water column, and non-vegetated bottom found within the project's study area have been identified as EFH for postlarval/juvenile penaeid shrimp; postlarval/juvenile, sub-adult, and adult red drum; juvenile Spanish and king mackerel; juvenile and adult gray snapper; and juvenile gag grouper. Any federal activities which may adversely impact EFH are required to consult with NMFS and provide an EFH assessment.

Once the assumptions and expectations for the analysis of EFH impacts have been established, the analysis will be initiated. The procedure for analyzing the effects on Coastal and Marine resources will be conducted in the following manner and summarized in the Essential Fish Habitat Assessment and the Draft EIS.

- Define the boundaries for each issue/resource.
- Identify managed species and existing habitats.
- Identify potential project impacts.
- Evaluate the potential project impacts.
- Compare potential impacts among alternatives
- Assess the consequences and develop strategies for avoidance, minimization, and mitigation.

Direct consultation with the Florida Fish and Wildlife Conservation Commission (FFWCC), the Florida Department of Agriculture and Consumer Services (FDACS), and the FDEP will address such Coastal and Marine issues as and potential project impacts to recreational and commercial fisheries, shellfish, water quality, salt marsh, and sea grass.

Gulf Coast Parkway

Indirect and Cumulative Effects Action Plan

The Project Development and Environment (PD&E) Study for the Gulf Coast Parkway will be developed in accordance with the National Environmental Policy Act (NEPA) of 1969, as amended; and to comply with all federal and state laws and requirements. Given that the alternatives developed for the proposed project will be on new alignment or in combination with existing roadways, the level of documentation will be an Environmental Impact Statement (EIS). Coordination with state, federal and local agencies, including those with jurisdiction over the referenced requirements, will be conducted throughout the EIS process.

In order to further define the project study a scoping meeting will be conducted with the agencies to ensure that the scope of work adequately addresses all of the issues raised by the agencies. Agency coordination will continue throughout the study with regular conference calls to report on the project's progress and discuss agency concerns. The project team will meet with the Environmental Technical Assistance Team (ETAT) at key points in the study's development. In addition, the ETAT will have the opportunity to formally comment during the review period for the Draft EIS, Final EIS and Record of Decision (ROD).

Several members of the ETAT, through their review of the project in the Efficient Transportation Decision Making (ETDM) Programming Screen, had comments regarding Secondary (Indirect) and Cumulative Effects. Concern was expressed that the proposed alternatives would introduce greater potential for development in the least developed portions of the project area with the attendant risk of reduced water quality, loss of wetlands, hydrologic alterations and flooding within the watershed, the introduction and spread of exotic invasive plants, reduced aquatic habitat quality, fragmentation or loss of terrestrial habitat, and increased threats to listed species.

According to the Federal Highway Administration (FHWA) publication "Questions and Answers Regarding the Consideration of Indirect and Cumulative Impacts in the NEPA Process," potential effects or impacts of a proposed action that must be considered by Federal agencies as required by the NEPA process are defined by the Council on Environmental Quality (CEQ) regulations (40 CFR §§1500-1508) as:

Direct effects are caused by the action and occur at the same time and place. (40 CFR § 1508.8)

Indirect effects are caused by the action and are later in time or farther removed in distance, but are still reasonably foreseeable. Indirect effects may include growth inducing effects and other effects related to induced changes in the pattern of land use, population density or growth rate, and related effects on air and water and other natural systems, including ecosystems. (40 CFR § 1508.8)

Cumulative impact is the impact on the environment, which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions

regardless of what agency (Federal or non-Federal) or person undertakes such other actions. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time. (40 CFR § 1508.7)

The terms "effect" and "impact" are used synonymously in the CEQ regulations (40 CFR §1508.8). "Secondary impact" does not appear, nor is it defined in either the CEQ regulations or related CEQ guidance. However, the term is used in the FHWA's *Position Paper: Secondary and Cumulative Impact Assessment In the Highway Project Development Process* (April, 1992) but is defined with the CEQ definition of indirect impact (40 CFR § 1508.8). Some authors on this subject have distinguished secondary impacts from indirect impacts, while others; including the FHWA have used the terms interchangeably. For purposes of this guidance, secondary and indirect impacts mean the same thing.

Through project scoping and direct consultation with the Florida Department of Transportation (FDOT), the Federal Highway Administration (FHWA) and other agencies, the level of detail and scope of the Secondary (Indirect) and Cumulative Effects analysis will be determined. Specific items to be discussed in the scoping meeting include the verification of issues to be analyzed, the determination of the study area and time period for the analysis, the methodology to identify future development and growth trends, the identification of secondary and cumulative impacts (encroachment-alteration/single-source additive or interactive effects and project-induced growth effects), the techniques to be utilized to determine the significance of the indirect and cumulative impacts (matrices, networks, cartographic techniques, etc.) and the identification of mitigation measures for the Secondary (Indirect) and Cumulative Effects within the affected watershed/ecosystem.

The procedure for analyzing the indirect and cumulative effects on specific resources will be conducted in the following manner and summarized in the draft EIS.

- **Identify resources to be evaluated for indirect (secondary) and cumulative effects.**

Participants in the scoping meeting will be asked to identify the resources to be evaluated; to provide the baseline condition (health and sustainability) of each affected resource; to identify the issues to be addressed in terms of characteristics, functions and importance of the affected resources; and to provide any available data or information for the evaluation.

- **Define the boundaries for each issue/resource.**

Scoping participants will be requested to suggest the appropriate spatial and temporal boundaries for the indirect and cumulative analysis for each resource.

- **Inventory notable features.**

The inventory of notable features confirms the baseline condition of the affected ecosystem and socioeconomic resources. It is also the stage of the analysis when past trends, goals, and the potential for change is determined. Sources for trend data include recent and historical demographic data from the US Census Bureau, state and regional agencies. Economic data may be obtained from other government sources such as the Bureau of Economic Affairs and from local

authorities. Land use and comprehensive plans reflect community goals and infrastructure plans and economic development agencies are sources for identification of economic development goals. Local and regional development regulations, zoning ordinances, special district regulations, and development incentives/disincentives help determine where change may occur.

- **Identify project impact-causing activities.**

This step identifies the indirect and cumulative impact-causing activities of the project and their causal relationships. Indirect impact-causing actions may be encroachment-alteration effects or access-alteration effects (project-induced growth effects). Induced-growth effects are attributable to induced growth itself, and not the project design features. Cumulative impact-causing activities include those resulting from the proposed activity and other reasonably foreseeable actions, such as planned developments.

- **Determine significance of the potential Secondary (Indirect) and Cumulative effects for analysis.**

The objective of this step is to compare the project impact-causing actions with the goals and notable features of the study area to establish which effects are potentially significant and merit subsequent detailed analysis.

- **Analyze the Secondary (Indirect) and Cumulative Effects.**

Assess the consequences of the indirect and cumulative effects. Because the proposed project is partially on new alignment, an integrated transportation-land use model, such as Transus or Transite, will be used. These models predict how changes in accessibility influence changes in locations. The allocation of population growth will be performed for both the No-Build and the Build alternatives. This allows the separation of project-induced growth effects from growth-induced effects.

- **Evaluate the analytical results.**

Due to the uncertainty of future events, it is necessary to make assumptions regarding the nature of the impact-causing activities, the nature of the cause and effect relationships, and how the environment will be affected by the impacts. If there is uncertainty regarding the underlying assumptions used to estimate the indirect and cumulative effects and changes in those assumptions would result in significant changes in the findings, then a sensitivity analysis will be conducted. This is a procedure whereby forecast assumptions are changed one at a time to test the sensitivity of effects to the particular assumptions.

- **Assess the consequences and develop strategies for avoidance, minimization, and mitigation.**

In this step, each identified indirect effect is evaluated in the context of the overall aim of the project and the study area goals and notable features. An effect that would adversely impact a study area goal or notable feature may require mitigation. Practical mitigation measures within the jurisdiction of the

FDOT/FHWA will be evaluated. Where practical mitigation measures are not within the jurisdiction of the FDOT/FHWA, strategies and techniques for growth management by others will be presented.

Gulf Coast Parkway

Wetlands Action Plan

The Project Development and Environment (PD&E) Study for the Gulf Coast Parkway will be developed in accordance with the National Environmental Policy Act (NEPA) of 1969, as amended; and to comply with all federal and state laws and requirements. Given that the alternatives developed for the proposed project will be on new alignment or in combination with existing roadways, the level of documentation will be an Environmental Impact Statement (EIS). Coordination with state, federal and local agencies, including those with jurisdiction over the referenced requirements, will be conducted throughout the EIS process.

In order to further define the project study, a scoping meeting will be conducted with the regulatory agencies to ensure that the scope of work adequately addresses all of the issues raised by the agencies. Agency coordination will continue throughout the study with regular conference calls to report on the project's progress and discuss agency concerns. The project team will meet with the Environmental Technical Assistance Team (ETAT) at key points in the study's development. In addition, the ETAT will have the opportunity to formally comment during the review period for the Draft EIS, Final EIS and Record of Decision (ROD).

Several members of the ETAT, through their review of the project in the Efficient Transportation Decision Making (ETDM) Programming Screen, had comments regarding a number of environmental issues. While Action Plans have been prepared to address several issues, the focus of this plan are the procedures used to address those comments concerning potential impacts of the proposed action to Wetlands. Concern was expressed for the amount of wetlands potentially impacted by the proposed action and by indirect and cumulative actions potentially occurring as a result of the project, project-specific water quality and water quantity alterations, reduced aquatic habitat quality, and impacts to listed species and their habitats, including essential fish habitat.

Given that the information in the ETDM programming screen was on the corridor level, the issues raised by ETAT members will be addressed during the development of alignments within the corridors selected for further study. Estimates of impacts will be based on the right-of-way width for the alternative(s) developed rather than the corridor widths. The general study process that will be utilized to address those issues raised by the agencies is as follows:

- The study team will coordinate with the agencies prior to conducting field work. This includes providing the survey methodology for agency review.
- The study team will conduct field investigations to identify the nature and extent of the natural resources within the alternative alignments in accordance with Part 2 of the FDOT *PD&E Manual*. This will include identification of the type and functions of wetlands, their contiguity, vegetative structural diversity, wildlife

habitat value, and integrity. Wetlands will be identified using both the state Florida Wetlands Delineation Manual and the US Corps of Engineers Wetland Delineation Manual to ensure that wetlands falling under either the state or federal definitions will be identified. Wetlands will be classified using the Florida Land Use Cover Classification System (FLUCCS) and the USFWS classification system as described in "Classification of Wetlands and Deepwater Habitats of the United States".

- The functions and values of representative wetlands of each principal type will be evaluated utilizing the Uniform Mitigation Assessment Method (UMAM).
- Based upon the results of the wetland impact evaluation and coordination with the agencies, adjustments will be made and/or design changes implemented to the alternative alignments, to minimize or avoid impacts where feasible to do so.
- Where wetland avoidance is not viable, practicable measures to minimize harm will be identified through coordination with the resource agencies (USCOE, FDEP, USFWS, FFWCC, and NFWFMD).
- A Wetland Evaluation Report (WER) will be prepared to document the types and functions of existing wetlands; the potential impacts to wetland functions, including indirect and cumulative impacts, as a result of the proposed project; and the consultation and coordination conducted with the resource agencies. The Final WER will include conceptual mitigation measures to offset the anticipated impacts.
- Coordination with all appropriate ETAT member agencies will be maintained throughout the process, as indicated above.

Through project scoping and direct consultation with the Florida Department of Transportation (FDOT), the Federal Highway Administration (FHWA) and other agencies, the level of detail and scope of the Wetland analysis will be determined. Specific items to be discussed in the scoping meeting include the types and functions of existing wetlands; the potential impacts to wetland functions, including indirect and cumulative impacts. Once the assumptions and expectations for the analysis of Wetland impacts have been established, the analysis will be initiated.

Once the assumptions and expectations for the analysis of impacts to Wetlands have been established, the analysis will be initiated. The procedure for analyzing the effects on Wetlands will be conducted in the following manner and summarized in the WER and Draft EIS.

- Define the boundaries for each issue/resource.
- Inventory notable features.

- Identify project impact-causing activities.
- Evaluate the analytical results.
- Assess the consequences and develop strategies for avoidance, minimization, and mitigation.

Gulf Coast Parkway

Wildlife and Habitat Action Plan

The Project Development and Environment (PD&E) Study for the Gulf Coast Parkway will be developed in accordance with the National Environmental Policy Act (NEPA) of 1969, as amended; and to comply with all federal and state laws and requirements. Given that the alternatives developed for the proposed project will be on new alignment or in combination with existing roadways, the level of documentation will be an Environmental Impact Statement (EIS). Coordination with state, federal and local agencies, including those with jurisdiction over the referenced requirements, will be conducted throughout the EIS process.

In order to further define the project study, a scoping meeting will be conducted with the regulatory agencies to ensure that the scope of work adequately addresses all of the issues raised by the agencies. Agency coordination will continue throughout the study with regular conference calls to report on the project's progress and discuss agency concerns. The project team will meet with the Environmental Technical Assistance Team (ETAT) at key points in the study's development. In addition, the ETAT will have the opportunity to formally comment during the review period for the Draft EIS, Final EIS and Record of Decision (ROD).

Several members of the ETAT, through their review of the project in the Efficient Transportation Decision Making (ETDM) Programming Screen, had comments regarding a number of environmental issues. While Action Plans have been prepared to address several issues, the focus of this plan are the procedures used to address those comments concerning potential impacts of the proposed action to Wildlife and Habitat. Concerns expressed include the need to produce an EIS to adequately address the potential impacts from the proposed action, the potential for direct, indirect and cumulative impacts to state and federally listed species by the proposed action, habitat fragmentation, increased risk of road kill, the need for seasonal surveys to confirm the presence or absence of listed flora and fauna, and consideration of the loss and degradation of adjacent habitat utilized by migratory birds.

Given that the information in the ETDM programming screen was on the corridor level, most of these issues raised by ETAT members will be addressed during the development of alignments within the corridors selected for further study. Estimates of impacts will be based on the right-of-way width for the alternative(s) developed rather than the corridor widths. The general study process that will be utilized to address those issues raised by the agencies is as follows:

- The study team will coordinate with the FFWCC to establish an appropriate methodology to assess the presence of Species of Greatest Conservation Need (SGCN) and/or their suitable habitats. Due to the large coverage area of this project, this analysis will likely be desktop based with some field investigation for

more detailed verification. The list of SGCN and the list of 45 habitat categories are in Florida's Wildlife Legacy Initiative, the Florida Fish and Wildlife Conservation Commission's (FFWCC) Comprehensive Wildlife Conservation Strategy.

The study team will conduct field investigations to identify the nature and extent of the natural resources within the alternative alignments in accordance with Part 2 of the FDOT *PD&E Manual*. This will include the identifying the location of wildlife, listed species, and their habitats within the alternative alignments, including vegetation surveys during the various flowering seasons, and the evaluation of habitat types and quality.

- An analysis of potential impacts of the proposed alternatives on listed species and habitats will include an evaluation of the connectivity between related populations and the potential for fragmentation of habitats.
- Based upon the data gathered and coordination with the agencies, adjustments will be made and/or design changes implemented to the alternative alignments, to minimize or avoid impacts where feasible to do so.
- Coordination with the FFWCC as well as informal Section 7 consultation with the US Fish and Wildlife Service (USFWS) has been initiated as part of this process. If necessary, formal consultation under Section 7 of the Endangered Species Act will be conducted.
- A Biological Assessment (BA) will be prepared that documents the field survey methodology, the presence of wildlife, including threatened and/or endangered species, that occur or have a potential to occur within the alternatives, the availability of habitat for these species, potential impacts of the project alternatives, and measures to avoid, minimize, or mitigate for involvement with listed species and critical habitat. The BA will also address species afforded protection under the Migratory Bird Treaty Act, the Marine Mammals Protection Act, and the Fish and Wildlife Conservation Act.
- The Essential Fish Habitat Assessment conducted for this project will be incorporated into the Biological Assessment.
- Coordination with all appropriate ETAT member agencies will be maintained throughout the process, as indicated above.

Through project scoping and direct consultation with the Florida Department of Transportation (FDOT), the Federal Highway Administration (FHWA) and other agencies, the level of detail and scope of the Wildlife and Habitat analysis will be determined. Specific items to be discussed in the scoping meeting include the use of longer bridges to span riparian areas adjacent to waterbody crossings; structures to maintain the natural stream system to provide for fish passage; the need for and location

of wildlife crossings; the use of fencing; the use of roadside swales for stormwater treatment in addition to ponds; avoidance, minimization and mitigation for potential impacts including, but not limited to the Florida Black Bear, Panama City Crayfish, red-cockaded woodpecker, flatwoods salamander, bald eagle, Gopher tortoise, rare plants, and migratory birds.

Once the assumptions and expectations for the analysis of impacts to Wildlife and Habitat have been established, the analysis will be initiated. The procedure for analyzing the effects on Wildlife and Habitat will be conducted in the following manner and summarized in the BA and Draft EIS.

- Define the boundaries for each issue/resource.
- Inventory notable features.
- Identify project impact-causing activities.
- Evaluate the analytical results.
- Assess the consequences and develop strategies for avoidance, minimization, and mitigation.

APPENDIX M

Visual Assessment Worksheets

**Nehi Road and US 231
Images 1 and 2**



Image 1 & 2	Nehi Rd./ US 231	Viewpoint		Difference*
		Existing	Proposed	
View Distance	Foreground	x		
	Middle Ground	x		
	Background	x		
Viewer Position	Inferior			
	Level	x		
	Superior			
Vividness	Land	3.0	2.0	
	Water	-	-	
	Vegetation	3.0	2.0	
	Man-Made	2.0	1.0	
	Average	2.7	1.7	
Intactness	Man-Made	4.0	3.0	
	Natural Environment	3.0	2.0	
	Average	3.5	2.5	
Unity	Overall	3.0	2.0	
	Total Visual Quality	3.1	2.1	-1.0

*A negative number reflects a decline in visual quality.

These photos depict the area that alternatives 8 and 17 will pass through. The existing area is already developed, so the addition of the proposed route would not significantly change viewer's perception of the nearby area.

**Nehi Road/College Station
Image 3**



Image 3	Nehi Rd. / College Station	Viewpoint		Difference*
		Existing	Proposed	
View Distance	Foreground	x		
	Middle Ground	x		
	Background	x		
Viewer Position	Inferior			
	Level	x		
	Superior			
Vividness	Land	6.0	4.0	
	Water	-	-	
	Vegetation	5.0	4.0	
	Man-Made	2.0	3.0	
	Average	4.3	3.7	
Intactness	Man-Made	6.0	4.0	
	Natural Environment	5.0	4.0	
	Average	5.5	4.0	
Unity	Overall	6.0	3.0	
	Total Visual Quality	5.3	3.6	-1.7

*A negative number reflects a decline in visual quality.

This picture depicts Nehi Road, where Alternatives 8 and 17 will pass through. Presently, the setting is quaint with minimal local traffic. The addition of the proposed roadway will substantially change the character of the surrounding area, with the expected increase in traffic and development.

**Cherokee Heights/Nehi Road
Image 4**



Image 4	Cherokee Heights/Nehi	Viewpoint		Difference*
		Existing	Proposed	
View Distance	Foreground	x		
	Middle Ground	x		
	Background	x		
Viewer Position	Inferior			
	Level	x		
	Superior			
Vividness	Land	5.0	4.0	
	Water	-	-	
	Vegetation	5.0	4.0	
	Man-Made	3.0	3.0	
	Average	4.3	3.7	
Intactness	Man-Made	5.0	4.0	
	Natural Environment	5.0	4.0	
	Average	5.0	4.0	
Unity	Overall	5.0	4.0	
	Total Visual Quality	4.8	3.9	-0.9

*A negative number reflects a decline in visual quality.

This picture shows an area where alternative 8 and 17 will pass through. The roadway experiences moderate traffic, and shouldn't be adversely affected by the proposed roadway.

**Star Avenue/Nehi Road
Image 5**



Image 5	Star/ Nehi	Viewpoint		Difference*
		Existing	Proposed	
View Distance	Foreground	x		
	Middle Ground	x		
	Background	x		
Viewer Position	Inferior			
	Level	x		
	Superior			
Vividness	Land	6.0	4.0	
	Water	-	-	
	Vegetation	5.0	3.0	
	Man-Made	4.0	4.0	
	Average	4.5	3.5	
Intactness	Man-Made	5.0	4.0	
	Natural Environment	5.0	4.0	
	Average	5.0	4.0	
Unity	Overall	4.0	3.0	
	Total Visual Quality	4.5	3.5	-1.0

* A negative number reflects a decline in visual quality.

This picture depicts the area where Star Avenue intersects Nehi Road. It will be affected by the addition of alternatives 8 and 17. The area is already moderately travelled, so the addition of the proposed roadway is not likely to negatively affect the area.

**Star Avenue/US 231
Images 6 and 7**



Image 6 & 7	Star Avenue/ US 231	Viewpoint		Difference*
		Existing	Proposed	
View Distance	Foreground	x		
	Middle Ground	x		
	Background	x		
Viewer Position	Inferior			
	Level	x		
	Superior			
Vividness	Land	3.0	2.0	
	Water	-	-	
	Vegetation	2.0	1.0	
	Man-Made	3.0	2.0	
	Average	2.5	1.5	
Intactness	Man-Made	3.0	2.0	
	Natural Environment	3.0	2.0	
	Average	3.0	2.0	
Unity	Overall	3.0	2.0	
	Total Visual Quality	2.8	1.8	-1.0

*A negative number reflects a decline in visual quality.

These pictures depict the existing commercial area near the intersection of Star Avenue and Highway 231. The existing area already has a low visual quality, so the addition of new roadway will not substantially change the perception of the surroundings.

**Bay Line Railroad/US 231
Images 8 and 9**



Image 8 & 9	Bay Line / US 231	Viewpoint		Difference*
		Existing	Proposed	
View Distance	Foreground	x		
	Middle Ground	x		
	Background	x		
Viewer Position	Inferior			
	Level	x		
	Superior			
Vividness	Land	2.0	1.0	
	Water	-	-	
	Vegetation	2.0	1.0	
	Man-Made	2.0	2.0	
	Average	2.0	1.5	
Intactness	Man-Made	4.0	4.0	
	Natural Environment	2.0	1.0	
	Average	3.0	2.5	
Unity	Overall	2.0	1.0	
	Total Visual Quality	2.3	1.7	-0.6

* A negative number reflects a decline in visual quality.

The photos represent the existing area near Bay line Road and Highway 231. The area is already heavily commercial, so the proposed roadway should not substantially affect the visual characteristics of the surrounding area

**Bear Creek Road/US 231
Images 10 and 11**



Image 10 & 11	Bear Creek /US 231	Viewpoint		Difference*
		Existing	Proposed	
View Distance	Foreground	x		
	Middle Ground	x		
	Background	x		
Viewer Position	Inferior			
	Level	x		
	Superior			
Vividness	Land	4.0	3.0	
	Water	-	-	
	Vegetation	4.0	3.0	
	Man-Made	3.0	3.0	
	Average	3.8	3.0	
Intactness	Man-Made	3.0	4.0	
	Natural Environment	4.0	3.0	
	Average	3.5	3.5	
Unity	Overall	4.0	3.0	
	Total Visual Quality	3.8	3.2	-0.6

*A negative number reflects a decline in visual quality.

These photos show the area near the intersection of Bear Creek Road and Highway 231. The proposed roadway will not greatly affect this area.

**Stone Road/ Ed Lee Road
Image 12**



Image 12	Stone Road / Ed Lee Road	Viewpoint		Difference*
		Existing	Proposed	
View Distance	Foreground	x		
	Middle Ground	x		
	Background	x		
Viewer Position	Inferior			
	Level	x		
	Superior			
Vividness	Land	5.0	4.0	
	Water	-	-	
	Vegetation	5.0	4.0	
	Man-Made	3.0	4.0	
	Average	4.3	4.0	
Intactness	Man-Made	6.0	4.0	
	Natural Environment	5.0	3.0	
	Average	5.5	3.5	
Unity	Overall	6.0	4.0	
	Total Visual Quality	5.3	3.8	-1.1

*A negative number reflects a decline in visual quality.

The picture shows the area near the intersection of Stone Street and Ed Lee Road. With the addition of alternative 8 or 17, this area will receive a drastic change. Presently, the road is a lightly travelled dirt road, but the new roadway would substantially increase its usage. The addition of the roadway through this area could be contested by local inhabitants who prefer the existing light traffic.

**Star Avenue/Tram Road
Image 13**



Image 13	Star Ave./ Tram Road	Viewpoint		Difference*
		Existing	Proposed	
View Distance	Foreground	x		
	Middle Ground	x		
	Background	x		
Viewer Position	Inferior			
	Level	x		
	Superior			
Vividness	Land	5.0	4.0	
	Water	-	-	
	Vegetation	5.0	3.0	
	Man-Made	3.0	4.0	
	Average	4.3	3.7	
Intactness	Man-Made	6.0	5.0	
	Natural Environment	5.0	4.0	
	Average	5.5	4.5	
Unity	Overall	5.0	4.0	
Total Visual Quality		4.9	4.1	-0.8

*A negative number reflects a decline in visual quality.

This picture shows the area near the intersection of Star Avenue and Tram Road. The addition of proposed routes 8 or 17 will alter this intersection and area. However, it should not be significantly impacted by the proposed road.

**Old Allenton Road
Images 14 and 15**



Image 14 & 15	Old Allenton Road	Viewpoint		Difference*
		Existing	Proposed	
View Distance	Foreground	x		
	Middle Ground	x		
	Background	x		
Viewer Position	Inferior			
	Level	x		
	Superior			
Vividness	Land	5.0	4.0	
	Water	-	-	
	Vegetation	5.0	4.0	
	Man-Made	3.0	4.0	
	Average	4.3	4.0	
Intactness	Man-Made	6.0	4.0	
	Natural Environment	5.0	4.0	
	Average	5.5	4.0	
Unity	Overall	5.0	4.0	
Total Visual Quality		4.9	4.0	-0.9

*A negative number reflects a decline in visual quality.

These pictures depict Old Allenton road near the area that the proposed roadway will reside. The addition of the roadway would substantially increase traffic and could negatively impact the area.

**CR 2297/Old Allanton Road
Image 16**



Image 16	C.R. 2297 / Old Allanton	Viewpoint		Difference
		Existing	Proposed	
View Distance	Foreground	x		
	Middle Ground	x		
	Background	x		
Viewer Position	Inferior			
	Level	x		
	Superior			
Vividness	Land	4.0	3.0	
	Water	-	-	
	Vegetation	4.0	3.0	
	Man-Made	3.0	3.0	
	Average	3.7	3.0	
Intactness	Man-Made	6.0	5.0	
	Natural Environment	4.0	3.0	
	Average	5.0	4.0	
Unity	Overall	5.0	4.0	
	Total Visual Quality	4.6	3.7	-0.9

*A negative number reflects a decline in visual quality.

This picture depicts the intersection of Old Allenton Road with CR 2297. This area is already well travelled, so the new roadway should not badly affect the visual quality of the area.

Alternatives 14 and 15 across SR 22
Images 17 and 18



Image 17 & 18	Alt 14 & 15 across SR 22	Viewpoint		Difference*
		Existing	Proposed	
View Distance	Foreground	x		
	Middle Ground	x		
	Background	x		
Viewer Position	Inferior			
	Level	x		
	Superior			
Vividness	Land	5.0	3.0	
	Water	-	-	
	Vegetation	4.0	3.0	
	Man-Made	3.0	3.0	
	Average	4.0	3.0	
Intactness	Man-Made	6.0	5.0	
	Natural Environment	4.0	3.0	
	Average	5.0	4.0	
Unity	Overall	5.0	4.0	
	Total Visual Quality	4.7	3.7	-1.0

*A negative number reflects a decline in visual quality.

These pictures depict the area where routes 14 and 15 will cross SR 22. The area will receive a sharp increase in the amount of vehicles that pass through the area, so it is expected that visually, the environment will change.

Alternative 8 Intersection with SR 22

Image 19



Image 19	Alt. 8 intersection with SR 22	Viewpoint		Difference*
		Existing	Proposed	
View Distance	Foreground			
	Middle Ground			
	Background	x		
Viewer Position	Inferior			
	Level	x		
	Superior			
Vividness	Land	6.0	4.0	
	Water	-	-	
	Vegetation	6.0	3.0	
	Man-Made	5.0	4.0	
	Average	5.7	3.7	
Intactness	Man-Made	6.0	4.0	
	Natural Environment	6.0	4.0	
	Average	6.0	4.0	
Unity	Overall	6.0	4.0	
	Total Visual Quality	5.9	3.9	-2.0

*A negative number indicates a decline in visual quality.

This picture depicts the area where alternative route 8 will cross SR 22. The area is relatively quaint, with only minimal through traffic. If this route is used, a sharp change in the visual environment can be expected.

**Overstreet Community Park
Image 20**



Image 20	Overstreet Community Park	Viewpoint		Difference*
		Existing	Proposed	
View Distance	Foreground	x		
	Middle Ground	x		
	Background	x		
Viewer Position	Inferior			
	Level	x		
	Superior			
Vividness	Land	4.0	3.0	
	Water	-	-	
	Vegetation	3.0	3.0	
	Man-Made	3.0	3.0	
	Average	3.3	3.0	
Intactness	Man-Made	5.0	4.0	
	Natural Environment	4.0	3.0	
	Average	4.5	3.5	
Unity	Overall	4.0	3.0	
	Total Visual Quality	3.9	3.2	-0.7

*A negative number indicates a decline in visual quality.

This image depicts the area surrounding the community park in Overstreet. The area has already experienced development, so visually the new route would most likely not adversely affect the overall visual quality of the area. However, the roads are quiet and the new routes could ruin the “laid back” feel of the area.

**CR 386/Long Street
Image 21**



Image 21	CR 386 / Long St.	Viewpoint		Difference*
		Existing	Proposed	
View Distance	Foreground	x		
	Middle Ground	x		
	Background	x		
Viewer Position	Inferior			
	Level	x		
	Superior			
Vividness	Land	4.0	3.0	
	Water	-	-	
	Vegetation	3.0	3.0	
	Man-Made	3.0	3.0	
	Average	3.3	3.0	
Intactness	Man-Made	5.0	4.0	
	Natural Environment	4.0	3.0	
	Average	4.5	3.5	
Unity	Overall	4.0	3.0	
	Total Visual Quality	3.9	3.2	-0.7

*A negative number indicates a decline in visual quality.

This image depicts the intersection of CR 386 and Long Street in the Overstreet community. This area is located near the Overstreet Community Park. The area is already developed, so the addition of the proposed route would most likely not cause adverse visual effects. However, the road is lightly travelled, so the addition of the road could cause a considerable increase in traffic through the area.

**Overstreet Community
Image 22**



Image 22	Overstreet Community	Viewpoint		Difference*
		Existing	Proposed	
View Distance	Foreground	x		
	Middle Ground	x		
	Background	x		
Viewer Position	Inferior			
	Level	x		
	Superior			
Vividness	Land	7.0	4.0	
	Water	-	-	
	Vegetation	6.0	4.0	
	Man-Made	5.0	3.0	
	Average	6.0	3.7	
Intactness	Man-Made	6.0	4.0	
	Natural Environment	6.0	4.0	
	Average	6.0	4.0	
Unity	Overall	6.0	4.0	
	Total Visual Quality	6.0	3.9	-2.1

*A negative number indicates a decline in visual quality.

This picture depicts the Overstreet Community. Presently, the area is quaint, with minimal traffic through the area, and a picturesque setting. The addition of the proposed routes could substantially change the visual elements of the surrounding area. Residents are likely to be strongly against the addition of the roadway.

**CR 386 in Mexico Beach
Images 23 and 24**

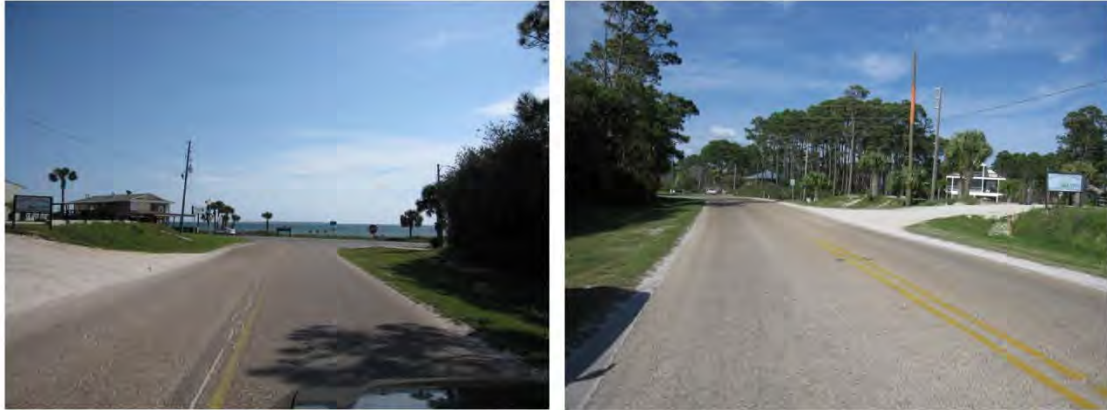


Image 23 & 24	CR 386 in Mexico Beach	Viewpoint		Difference*
		Existing	Proposed	
View Distance	Foreground	x		
	Middle Ground	x		
	Background	x		
Viewer Position	Inferior			
	Level	x		
	Superior			
Vividness	Land	4.0	3.0	
	Water	6.0	6.0	
	Vegetation	3.0	2.0	
	Man-Made	4.0	3.0	
	Average	4.25	3.5	
Intactness	Man-Made	5.0	4.0	
	Natural Environment	5.0	4.0	
	Average	5.0	4.0	
Unity	Overall	5.0	4.0	
	Total Visual Quality	4.75	3.8	-0.95

*A negative number indicates a decline in visual quality.

These images depict the area where CR 386 begins in Mexico Beach. The area has a view of the Gulf of Mexico that will not be adversely affected by the project.

CR 386/US 98
Image 25



Image 25	Begin Project Mexico Beach	Viewpoint		Difference*
		Existing	Proposed	
View Distance	Foreground	x	x	
	Middle Ground	x	x	
	Background	x	x	
Viewer Position	Inferior			
	Level	x	x	
	Superior			
Vividness	Land	4.0	3.0	
	Water	6.0	6.0	
	Vegetation	3.0	2.0	
	Man-Made	4.0	3.0	
	Average	4.25	3.5	
Intactness	Man-Made	5.0	4.0	
	Natural Environment	5.0	4.0	
	Average	5.0	4.0	
Unity	Overall	5.0	4.0	
	Total Visual Quality	4.75	3.8	-0.95

*A negative number indicates a decline in visual quality.

These images depict the area where CR 386 begins in Mexico Beach. The area has a view of the Gulf of Mexico that will not be adversely affected by the project.

**East Bay Crossing at Allanton Point
Image 26**



Image 26	East Bay Crossing	Viewpoint		Difference*
		Existing	Proposed	
View Distance	Foreground	x		
	Middle Ground	x		
	Background	x		
Viewer Position	Inferior			
	Level	x		
	Superior			
Vividness	Land	6.0	4.0	
	Water	6.0	5.0	
	Vegetation	5.0	3.0	
	Man-Made	3.0	3.0	
	Average	5.0	3.75	
Intactness	Man-Made	7.0	4.0	
	Natural Environment	6.0	4.0	
	Average	6.5	4.0	
Unity	Overall	6.0	4.0	
	Total Visual Quality	5.8	3.9	-1.9

*A negative number indicates a decline in visual quality.

This picture depicts the area where routes 17 and 19 will cross East Bay. The area remains mostly undeveloped, so the addition of the routes will dramatically change the visual quality of the area. However, the view from a bridge in this area would be considered highly appealing by most travelling the roadway.

APPENDIX N

Maritime Archaeology Desktop Analysis

TECHNICAL MEMORANDUM
MARITIME ARCHAEOLOGY DESKTOP ANALYSIS
GULF COAST PARKWAY
BAY, GULF, AND CALHOUN COUNTIES, FLORIDA

CONSULTANT: Southeastern Archaeological Research, Inc.
428 E. Government Street, Pensacola, FL 32502
PRINCIPAL INVESTIGATOR: Andrew Roberts, MA, RPA
FINANCIAL MANAGEMENT NO.: 410981-1
CLIENT: Florida Department of Transportation, District 3
DATE: November 2012

In October 2012, Southeastern Archaeological Research, Inc. (SEARCH) completed a maritime archaeology desktop evaluation in support of the alternatives analysis for the Gulf Coast Parkway Project Development and Environment (PD&E) Study in Bay, Gulf, and Calhoun Counties, Florida (**Figure 1**). The project area consists of five alternative routes (Alternatives) for a proposed new highway that will connect US 98 in Gulf County and US 231 in Bay County.

The Area of Potential Effect (APE) defines the area within which any visual, audible, and atmospheric effects that the proposed construction project may have to historic properties will be considered. The APE defined for this project is an approximately 304.8-meter (1,000-foot) buffer centered on each crossing over a perennial water body.

SEARCH conducted the maritime study on behalf of the Florida Department of Transportation (FDOT), District 3, in order to identify any submerged cultural resources that are listed, or may be eligible for listing, in the National Register of Historic Places (NRHP). The Florida Master Site File (FMSF) database was reviewed for any previous surveys or previously recorded resources. In addition, SEARCH conducted a review of in-house databases relative to potential submerged cultural resources within the APE. The databases reviewed include:

- The National Oceanic and Atmospheric Administration (NOAA) Automated Wreck and Obstruction Information System (AWOIS);
- NOAA's Electronic Navigational Charts (ENC);
- 2006 NOAA Aids to Navigations (NavAids) and the 2007 US Coast Guard (USCG) Hazards to Navigation database; and
- The Global Maritime Wrecks Database (GMWD).

After completing the database review, SEARCH developed a predictive model based on archaeological, navigational, and other relevant data. Each Alternative was analyzed for its overall potential to contain submerged cultural resources. Recommendations are based on both the background research and the predictive model.

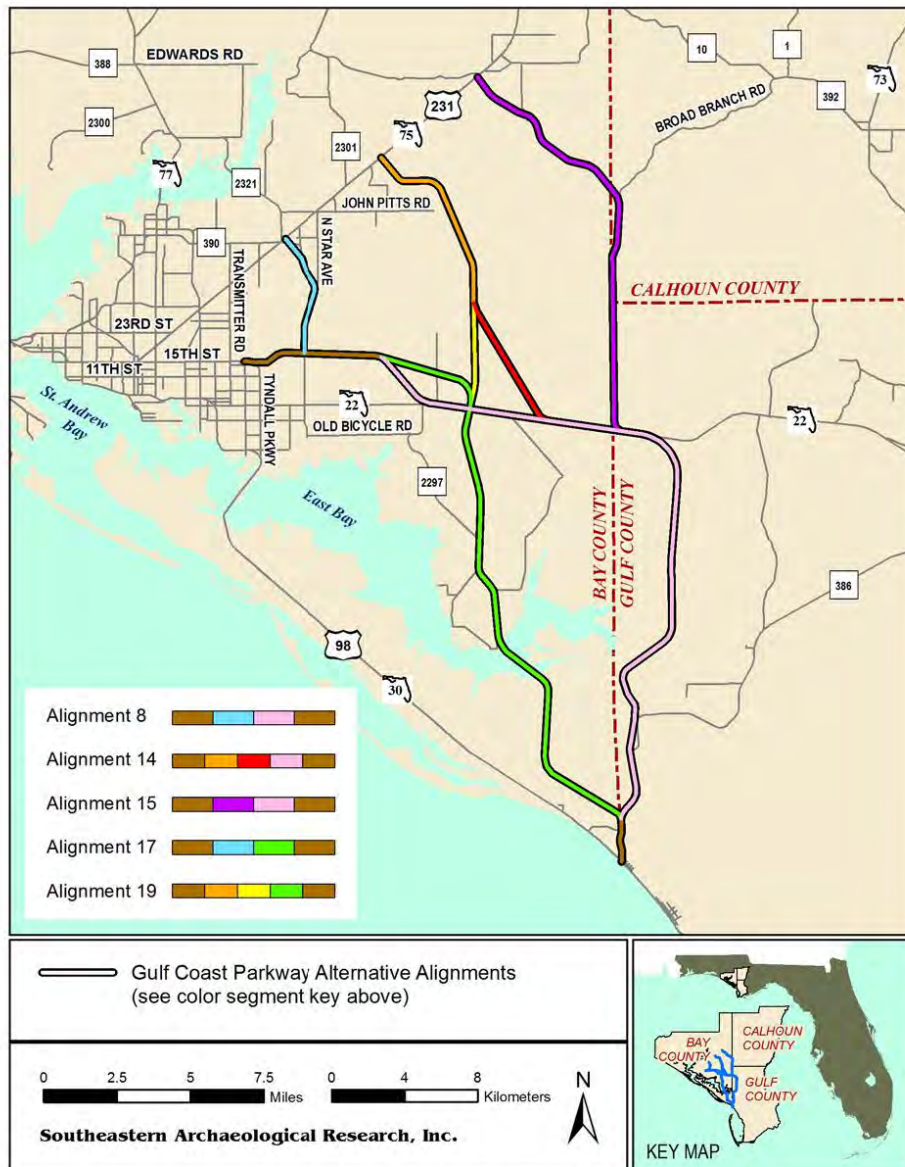


Figure 1. Project area location including the five Alternatives.

PROJECT ENVIRONMENT

The proposed Gulf Coast Parkway Project is located in southeastern Bay County, northwestern Gulf County, and southwestern Calhoun County, just southeast of the Panama City limits. Land use within the overall project area is primarily related to agriculture, with scattered residential developments. Water bodies within the project area consist mainly of small perennial drainages, though a portion of the East Bay is also included.

HISTORIC CONTEXT

This historic context is intended to provide a general overview of the history of the multi-county region (Bay, Gulf, and Calhoun Counties) in which the Gulf Coast Parkway project area is located. The first Europeans to make contact along the northern Gulf Coast included Spain during the early sixteenth century. The Spanish claimed present-day Florida and much of the southeast for Spain; however, no permanent settlements were established in the area. Instead, the Spanish focused colonization efforts at what is now St. Augustine and Pensacola.

Other Europeans challenged Spain's claim to Florida during the seventeenth and eighteenth centuries. In 1717, the French established a small fort at a site that historians believe was located at Mexico Beach in coastal Bay County or Port St. Joe in Gulf County (Hutchinson n.d.). Dubbed Fort Crevecoeur, the establishment of this fort angered the Spanish. However, not long after the fort was established, the French chose to abandon the position and instead focus on the Mississippi coastal region.

By the mid-eighteenth century, Great Britain proved to be the strongest force in the region. The British acquired Florida in 1763 and began to carefully map extensive sections of the Gulf Coast region (Ware 1982:14). In 1766, Florida's west coast was surveyed from Pensacola to Cape San Blas, including St. Andrews Bay, which lies to the east and the south of the current project area. The cartographer George Gauld considered the extensive harbor of St. Andrews Bay to be of limited importance to the British Navy because of its sandbars and narrow channels (Ware 1982:64). Regardless, British settlers are believed to have found the area useful. Between 1780 and 1783, the British reportedly built a settlement in what is now Bay County at a town called Wells, although some historians dispute this claim (Womack 1994). Wells is thought to have been located where Panama City is today.

Spain regained the Florida territory in 1783 and held it until 1821, but established no settlement in the area. The panhandle, with the exception of the Pensacola area, was not economically developed until after it became an American territory in 1821. The first towns of Bay Head, Econfina, and Old Town (St. Andrews) were founded in the 1820s. When Florida became an American territory, this area was part of Escambia County. Through the nineteenth and early twentieth centuries, the state legislature approved the creation of new counties that included the project area: Jackson (1822), Washington (1825), and Bay (1913).

John Lee Williams, a Pensacola lawyer who wrote about the Florida Territory in the 1820s, described the area. "It is a misshapen tract of worthless land, in general," he wrote. "This county acknowledges no civil authorities, nor laws. It owes its origin to political quackery alone." Williams provided exception to his "worthless land" view, including a "few hammocks on St. Andrew's bay, the south edges of Oak and Hickory hills, a part of Holmes valley, and the borders of Econfinia river" (Williams 1976:86 [1827]).

Early nineteenth-century industries in the panhandle of Florida included indigo, naval stores, fishing, and salt making. Timber milling was the major industry in the Bay County area after the first sawmill was built on Watson Bayou, west of Panama City, in 1836. This led to the growth of a community called Millville (Womack 1994). Fishermen were active on St. Andrews Bay and Easy Bay throughout the nineteenth and twentieth centuries.

By the Civil War (1861–1865), the region remained a sparsely populated wilderness (State of Florida 1945:10). The main settlements, including Vernon (founded in the 1850s), were located primarily inland. Much of panhandle Florida, including what is now Bay County and its neighboring counties, became a haven to Confederate deserters, who could pass unnoticed through the backwoods (Johns 1963:161). Sometimes the deserters joined forces, becoming armed groups that disrupted the Union Army's postal service, destroyed railroad trestles, burned bridges, and cut telegraph lines (Johns 1963:164).

Union Brigadier General Alexander Asboth reported on an expedition through the area in September 1864 (US War Department 1891:443–445). Asboth, along with 700 men, marched from Pensacola to Marianna. Along the way, Asboth destroyed Douglass Ferry on the Choctawhatchee River. After defeating the Confederates at Marianna, the Union troops returned through the area, sacking the small inland towns of Orange Hill and Vernon (Askew 1967).

The area remained rural in the post-Civil War era, although there were notable advancements in the period, including the establishment of 12 schools in the area. Constructed through the county in 1882, the Pensacola and Atlantic Railroad provided transportation to the central part of the county. The Choctawhatchee River provided the primary transportation for agricultural, timber, and naval resources prior to the railroad's arrival. To a lesser degree, this maritime traffic plied the waters of Easy Bay (Lanier 1973:150 [1875]; Webb 1885:114). Beeswax and honey were also produced. The county's farmers began experimenting in sheep farming. Land in the county ranged from \$1 to \$10 an acre, and the average farmer paid \$5 to \$10 an acre to have the property cleared. Two water-powered and three steam-powered sawmills operated in the area (Robinson 1882:186).

Wanton Webb, a promoter of Florida settlement, stated that area residents at the time were "noted for their hospitality, and will extend a hearty welcome to all strangers, irrespective of political opinion, who come to seek homes and who are honest and industrious" (Webb 1885:114). The primary communities during the 1880s were Caryville, with a population of 50; Chipley, with a population of 300; Miller's Ferry, with a population of 50; and Vernon, for which

Webb provided no population data (Webb 1885:114). The primary exports by the 1880s were cotton, timber, and cattle (Norton 1892:101).

The timber industry flourished in the 1880s when railroads began to reach the region. Water transport of timber thereby became less common. The St. Andrews Lumber Company reestablished the mill on Watson Bayou, and the town of Millville was resettled (Womack 1994). The West Bay Lumber and Naval Stores Company attracted settlers to the town of West Bay in 1890. Two major railroads reached St. Andrews Bay in 1908, greatly expanding the fish and timber markets.

The largest timber company in the region was the German-American Lumber Company. This German-American alliance ceased with the outbreak of World War I, and the company was subsequently bought by the St. Andrews Bay Lumber Company (Womack 1994). The largest economic contributors to the region were naval stores companies. The McKenzie and Vickers Turpentine Company was one of the largest in the area, maintaining four stills, including one at Burnt Mill Creek (Womack 1998). The St. Andrews Bay region was one of the largest naval-stores-producing areas in the United States in the early twentieth century.

Panama City was platted on the shores of St. Andrews Bay in 1905. George W. West founded the city and gave the town its name because it was in a direct line between Chicago and the Panama Canal Zone (Morris 1995:190). Present-day Bay County was formed in 1913 (Carswell 1991:30), and by 1913 paper mills opened near the mouth of St. Andrews Bay. The first municipal airport in Bay County opened in 1938.

World War II bolstered the economy of the area and the panhandle as a whole. The federal government contracted with Panama City's Wainwright Company to build ships for the war effort. During the war years, the company employed 15,000 workers, nearly doubling the population of the county. Wainwright constructed approximately 108 ships during the period (Mormino 1996:328). Tyndall Air Field opened in January 1941 as a gunnery range, and thousands trained at the field during the war. In 1948, it became known as Tyndall Air Force Base. Panama City Beach and the coastal communities of Bay County were developed as tourist destinations by the 1950s. The lands north of St. Andrews Bay are still relatively undeveloped, with large tracts of state forests and state wildlife management areas.

CULTURAL RESOURCE ANALYSIS

Previous cultural resource surveys were reviewed for each Alternative, including the presence of previously recorded submerged cultural resources. Each Alternative is presented separately, with individual water crossings identified and any associated cultural resources listed.

Alternative 8

Alternative 8 crosses nine different perennial drainages throughout the project area (Table 1; Figure 2). No previous cultural resource surveys were identified within the APE of Alternative 8. No submerged cultural resources have been recorded within the APE of Alternative 8.

Table 1. Water Crossings on Alternative 8 and Identified Cultural Resources.

Water Body	Identified Cultural Resources
Boggy Creek	None
Callaway Creek	None
Cooks Bayou	None
Gude Branch	None
Horseshoe Creek	None
Joe Lamb Branch	None
Little Sandy Creek	None
Sandy Creek	None
Wetappo Creek	None

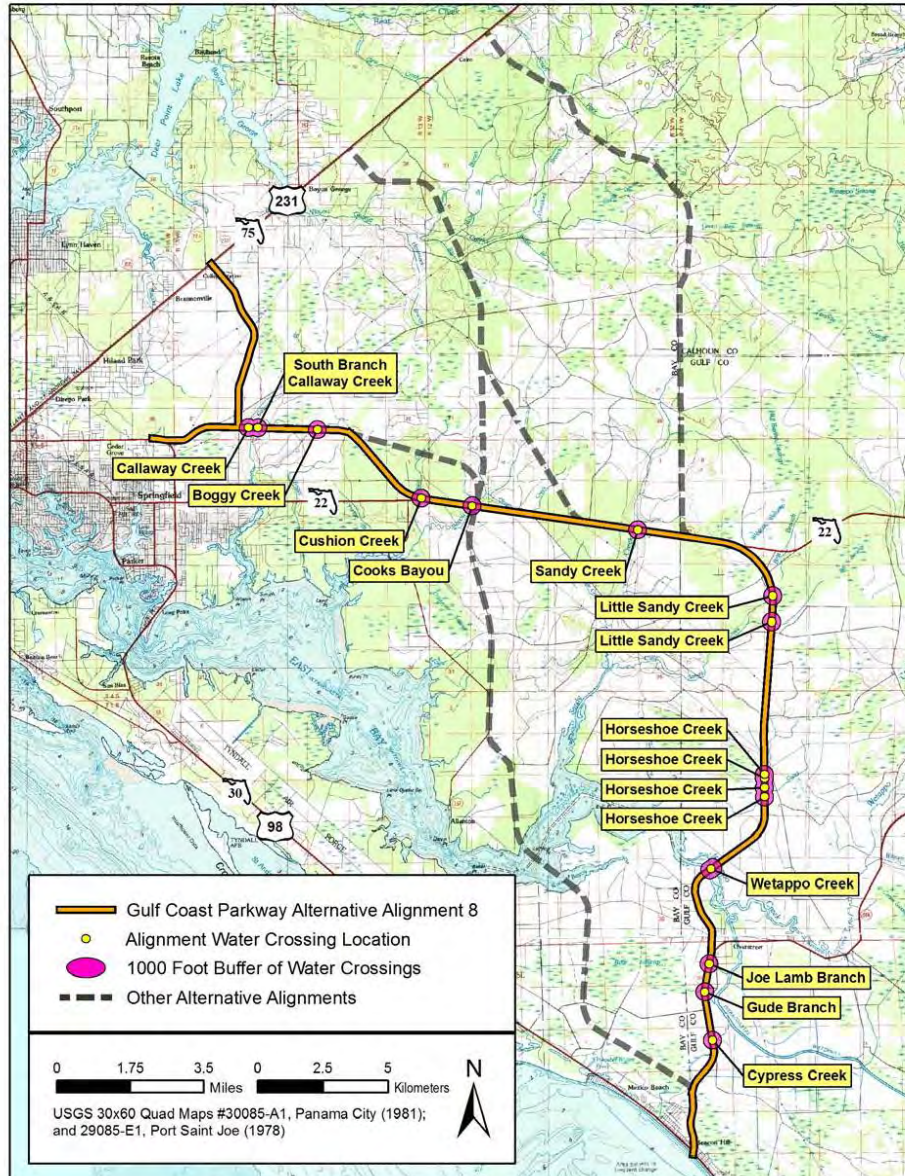


Figure 2. Alternative 8 alignment and associated water crossing locations.

Alternative 14

Alternative 14 crosses 13 different perennial drainages throughout the project area (Table 2; Figure 3). No previous cultural resource surveys were identified within the APE of Alternative 14. No submerged cultural resources have been recorded within the APE of Alternative 14.

Table 2. Water Crossing on Alternative 14 and Identified Cultural Resources.

Water Body	Identified Cultural Resources
Bayou George Creek	None
Beefwood Branch	None
Big Branch	None
Boggy Creek	None
Callaway Creek	None
Cooks Bayou	None
Gude Branch	None
Horseshoe Creek	None
Joe Lamb Branch	None
Little Sandy Creek	None
Olivers Creek	None
Sandy Creek	None
Wetappo Creek	None

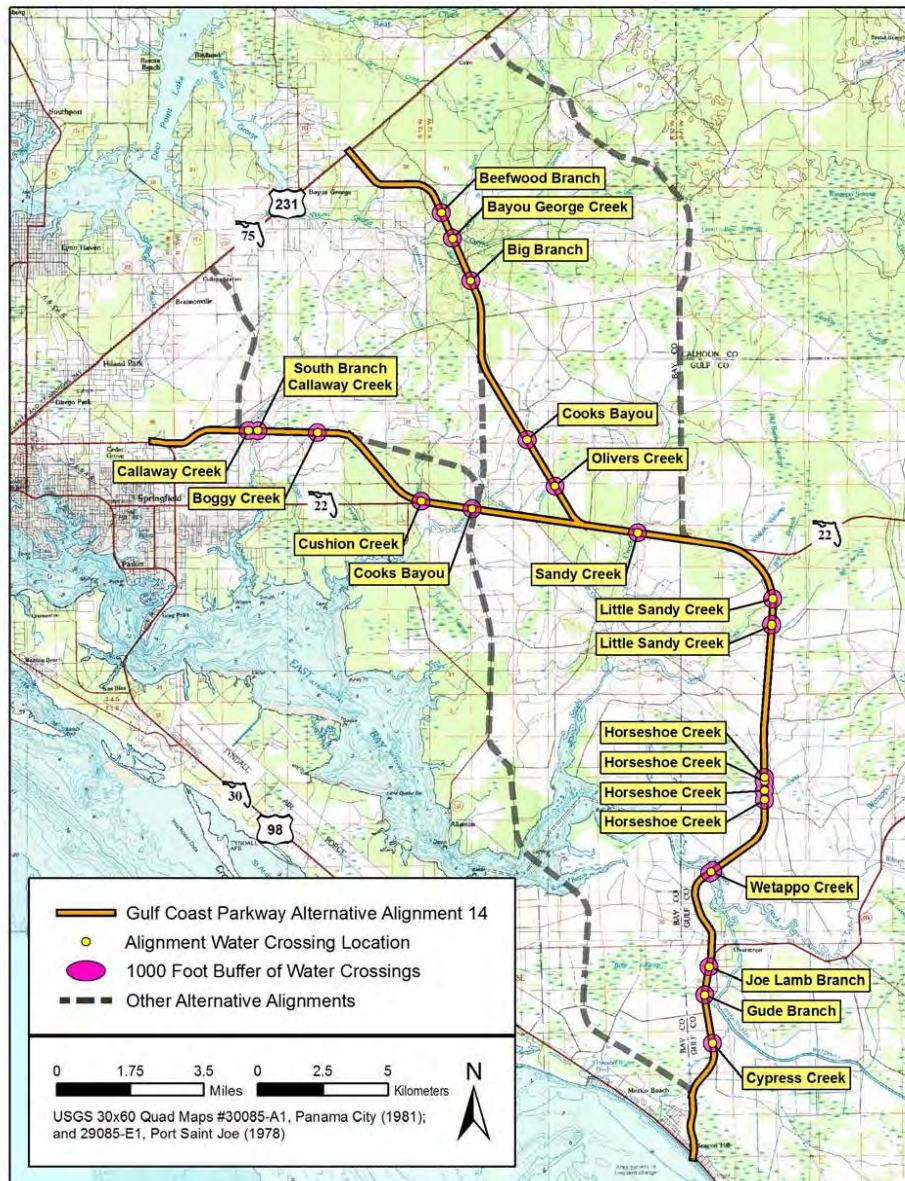


Figure 3. Alternative 14 alignment and associated water crossing locations.

Alternative 15

Alternative 15 crosses nine different perennial drainages throughout the project area (Table 3; Figure 4). No previous cultural resource surveys were identified within the APE of Alternative 15. No submerged cultural resources have been recorded within the APE of Alternative 15.

Table 3. Water Crossings on Alternative 15 and Identified Cultural Resources.

Water Body	Identified Cultural Resources
Boggy Creek	None
Callaway Creek	None
Cooks Bayou	None
Gude Branch	None
Horseshoe Creek	None
Joe Lamb Branch	None
Little Sandy Creek	None
Sandy Creek	None
Wetappa Creek	None

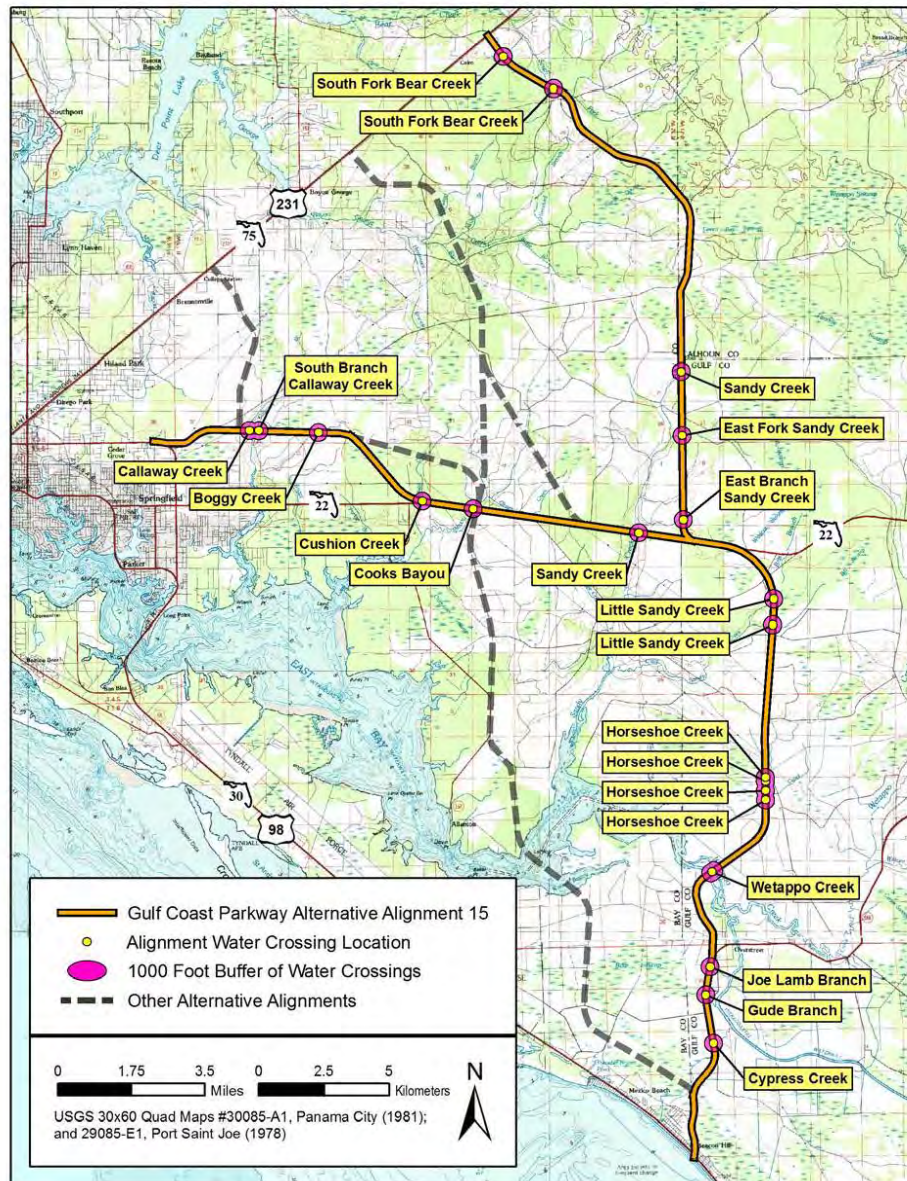


Figure 4. Alternative 15 alignment and associated water crossing locations.

Alternative 17

Alternative 17 crosses four different perennial drainages throughout the project area (Table 4; Figure 5). No previous cultural resource surveys were identified within the APE of Alternative 17. One potential submerged cultural resource was identified within the APE of Alternative 17 (Figure 6). The resource is recorded as a "Dangerous Wreck" and a "25 ft fishing vessel" on NOAA's Electronic Navigational Charts. Based on further background research, it is SEARCH's opinion that the vessel is modern and is therefore not culturally significant.

Table 4. Water Crossings on Alternative 17 and Identified Cultural Resources.

Water Body	Identified Cultural Resources
Boggy Creek	None
Callaway Creek	None
Cooks Bayou	None
East Bay	Unnamed fishing vessel

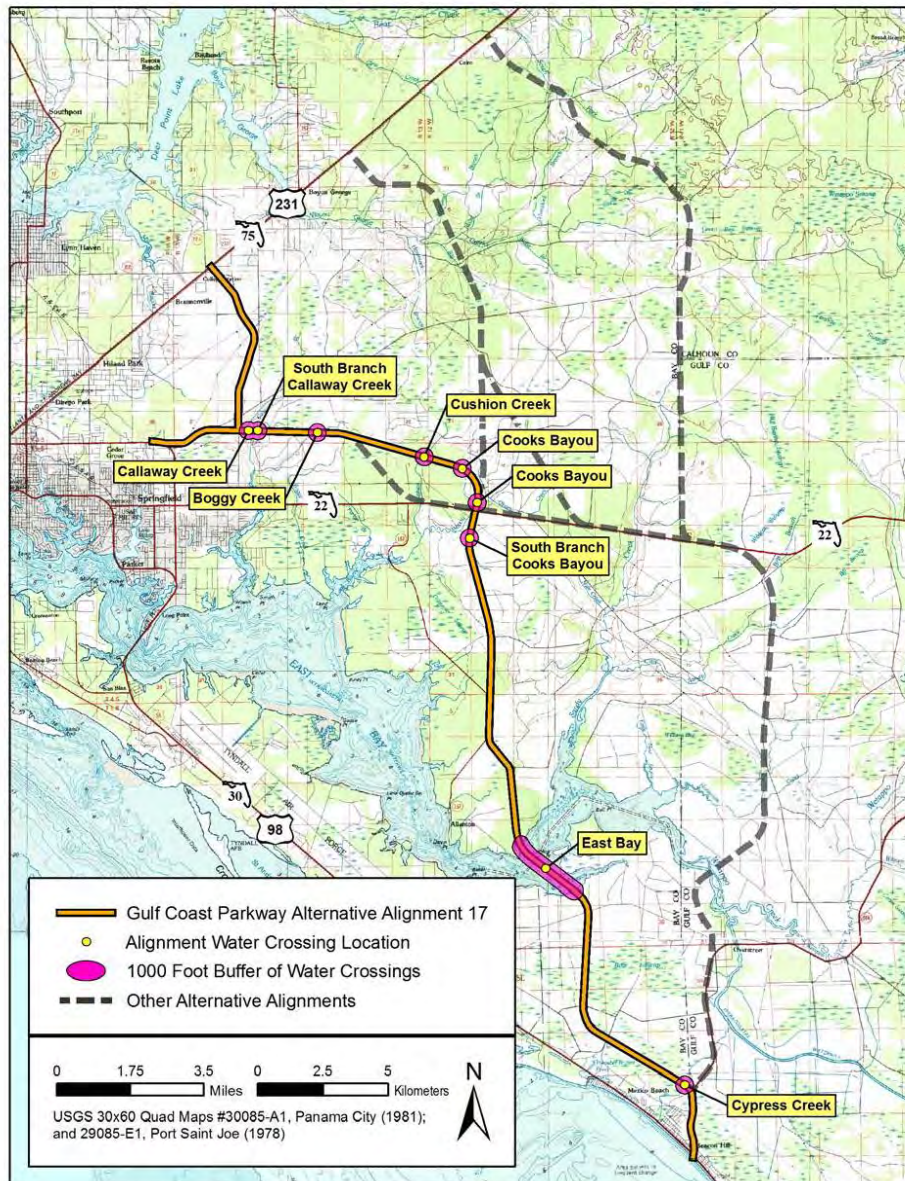


Figure 5. Alternative 17 alignment and associated water crossing locations.

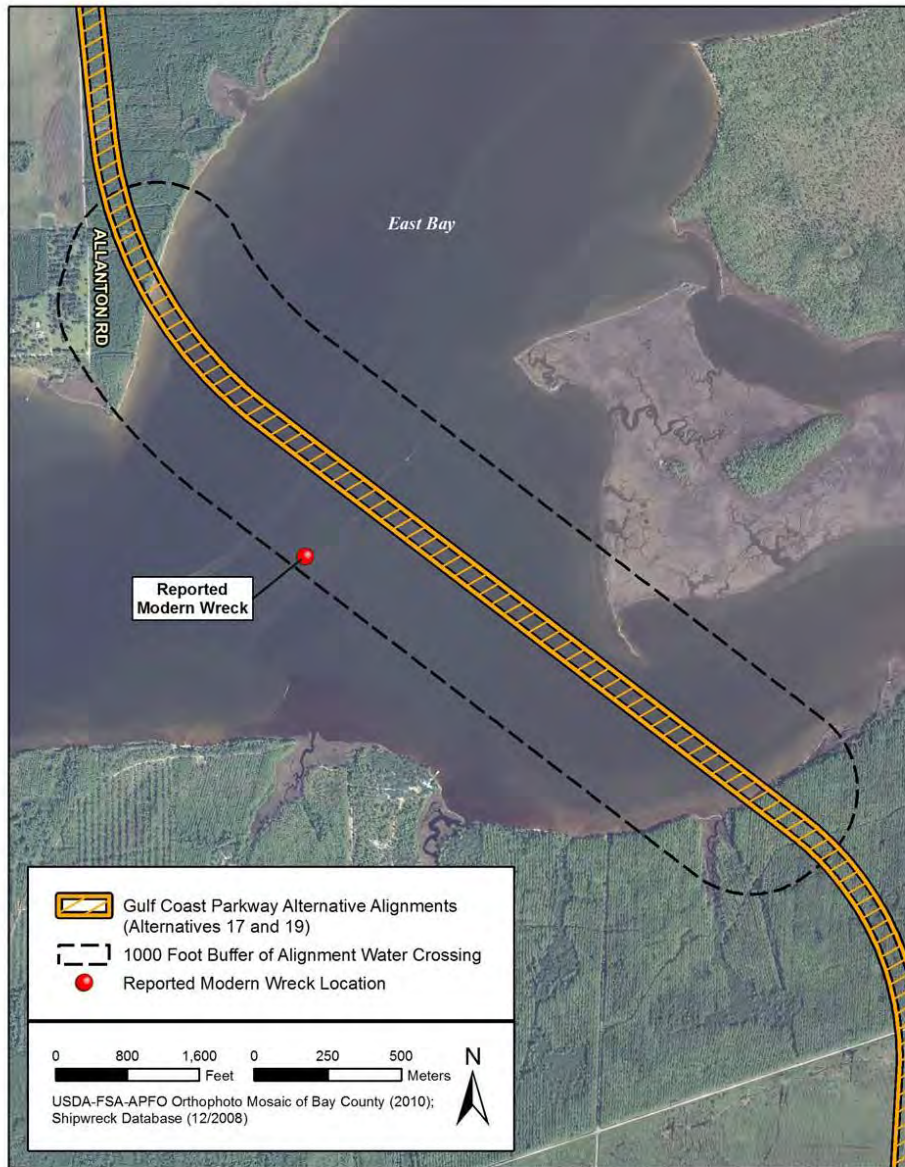


Figure 6. Shipwreck location within APE of Alternatives 17 and 19 (as reported by NOAA's Electronic Navigational Charts).

Alternative 19

Alternative 19 crosses seven different perennial drainages throughout the project area (Table 5; Figure 7). No previous cultural resource surveys were identified within the APE of Alternative 19. One potential submerged cultural resource was identified within the APE of Alternative 19 (see Figure 6). The resource is recorded as a "Dangerous Wreck" and a "25 ft fishing vessel" on NOAA's Electronic Navigational Charts. This resource is the same shipwreck that was identified on Alternative 17 (discussed above). Based on further background research, it is SEARCH's opinion that the vessel is modern and is therefore not culturally significant.

Table 5. Water Crossings on Alternative 19.

Water Body	Associate Cultural Resources
Bayou George Creek	None
Beefwood Branch	None
Big Branch	None
Boggy Creek	None
Callaway Creek	None
Cooks Bayou	None
East Bay	Unnamed fishing vessel

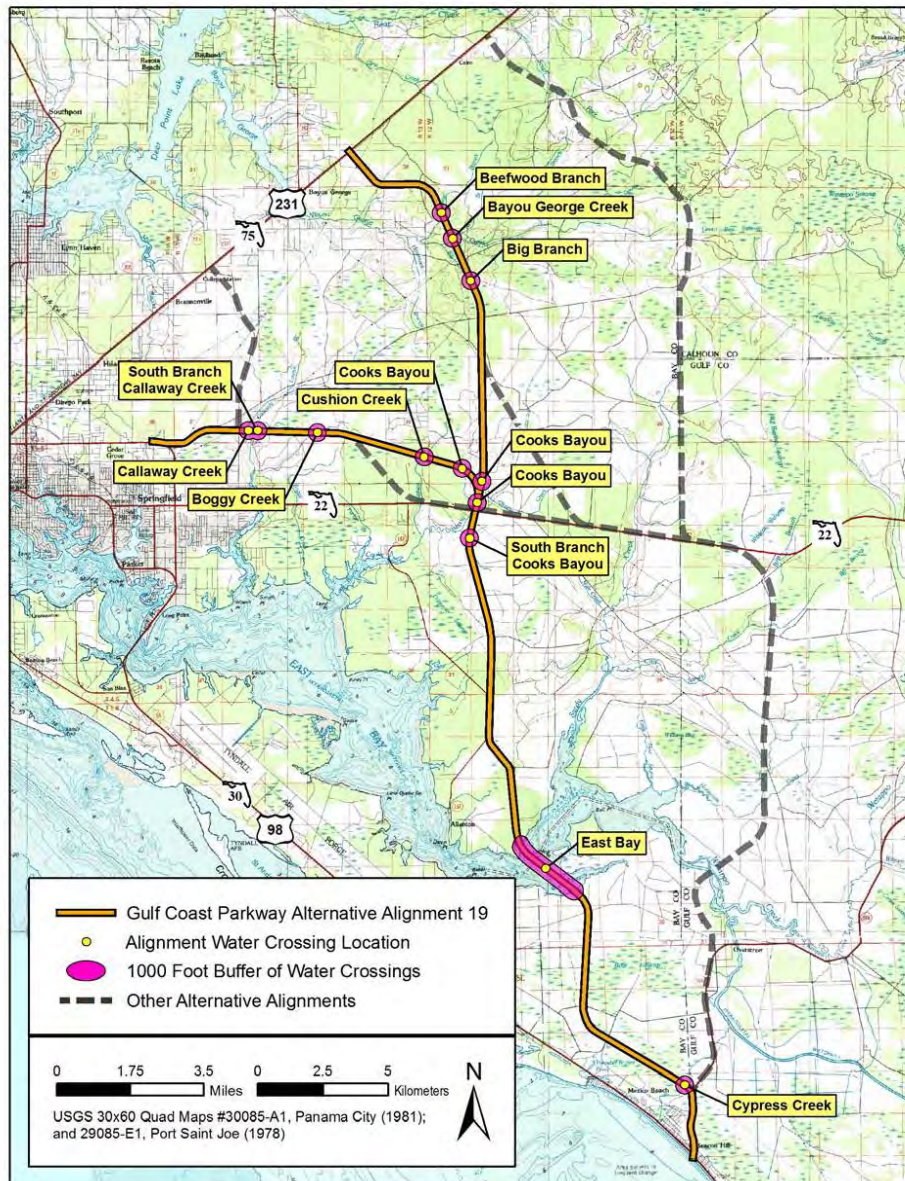


Figure 7. Alternative 19 alignment and associated water crossing locations.

PREDICTIVE MODELING

A predictive model can assist in determining the probability of shipwrecks within a given area by applying a set of established criteria. The patterning and distribution of shipwrecks lost in the open sea versus those lost near shore has been addressed by numerous authors. These include Bascom (1971), Coastal Environments, Inc. (1977), Garrison et al. (1989), Marx (1971), and Muckelroy (1978):

Marx estimated that approximately 98 percent of all shipping losses in the western hemisphere prior to 1825 occurred in less than 10 m of water. Coastal Environment Inc.'s authors follow this proposition. . . . Muckelroy suggested that the 10 m boundary probably underestimated the potential for deepwater archaeology. Bascom concluded from a study of 19th century losses at Lloyds of London that about 20 percent of all sinkings occur away from the coast. This figure probably better approximates the correct order of magnitude from all sinkings in the open sea at any period. The data in this study [Garrison et al. 1989] support Bascom. An inspection of our shipwreck distribution plots [within the Gulf of Mexico] shows that 75 percent of shipwrecks occur in nearshore waters and the remainder in the open sea (Garrison et al. 1989).

The employment of a predictive model can help differentiate the potential for submerged cultural resources within the various Alternatives by applying additional criteria. Larry Pierson, who developed the predictive model, suggests that:

Predicting the occurrence of shipwrecks . . . is a relatively complicated matter. Certainly where ship traffic is concentrated there will be more losses. When concentrated traffic occurs near navigational hazards such as islands, headlands, or submerged rocks, an increased frequency of ship losses can be expected. If these factors coincide with areas which have a high preponderance for the occurrence of foul weather or fog, an even greater frequency of accidents can be expected. But wrecks may occur even where traffic is not concentrated or when the weather is clear, i.e., ships have been lost at sea in clear, calm weather (Pierson 1987).

Pierson developed a predictive model based on a point system, where the higher point value assumes a higher probability for submerged cultural resources. The predictive model assigns points to various criteria including ports/anchorage, obstructions/hazards, shipping routes, and known archaeological sites.

The predictive model criteria and point system includes:

- Port or anchorage* = 1 point
- Obstruction or other hazard** = 1 point

- Designated shipping route*** = 1 point
- One or fewer shipwreck sites per km² = 1 point
- One or two shipwreck sites per km² = 2 points
- More than two shipwreck sites per km² = 3 points

* Approach as delineated by NOAA as of 1980.

** Within view of a lighthouse, buoy, or other warning device.

*** Within the confines of the designated route.

These point criteria can be applied to each individual Alternative within the current project area. These criteria assume that there is a higher probability of a vessel loss near a port/anchorage, near an obstruction/navigational hazard, or near a designated shipping route. This model also takes into account that if other known shipwreck sites are nearby, the probability increases for additional sites to be located in that area.

After applying the designated criteria to each of the Alternatives within the project area and adding the results, a total point value can be assigned. The higher the total points, the greater the likelihood for submerged cultural resources within that area. Results of the predictive model indicate that the Alternatives have an overall low to moderate probability for submerged cultural resources (Table 6).

Table 6. Predictive Model Results.

Port or Anchorage	Obstruction or Other Hazard	Designated Shipping Route	One or Fewer Shipwrecks per km ²	One or Two Shipwrecks per km ²	More than Two Shipwrecks per km ²	Total
Alternative 8						
0	0	0	1	0	0	1
Alternative 14						
0	0	0	1	0	0	1
Alternative 15						
0	0	0	1	0	0	1
Alternative 17						
0	0	1	1	0	0	2
Alternative 19						
0	0	1	1	0	0	2

Alternatives 8, 14, and 15 have a lower potential for submerged cultural resources due to their primary location within small perennial drainages that were never designated shipping routes or heavily trafficked water bodies. Alternatives 17 and 19 have a moderate probability due to their inclusion of East Bay and its history of marine traffic.

CONCLUSION AND RECOMMENDATIONS

SEARCH conducted the current maritime study on behalf of FDOT District 3 in order to identify any submerged cultural resources that are listed, or may be eligible for listing, in the NRHP. The FMSF database was reviewed for any previous surveys or previously recorded resources. In addition, SEARCH conducted a review of in-house databases relative to potential submerged cultural resources within the APE. The databases reviewed include:

- NOAA Automated Wreck and Obstruction Information System (AWOIS);
- NOAA's Electronic Navigational Charts;
- 2006 NOAA Aids to Navigations (NavAids) and 2007 US Coast Guard (USCG) Hazards to Navigation database; and
- Global Maritime Wrecks Database (GMWD).

After completing the database review, SEARCH conducted a predictive model based on archaeological, navigational, and other relevant data. Each Alternative was analyzed for its overall potential to contain submerged cultural resources.

Predictive models were first developed by terrestrial archaeologists interested in identifying the location of human habitations based on the analysis of environmental conditions within a given region. Archaeologists postulated that analyzing conditions around known sites could establish a set of variables that could be applied elsewhere to assist in locating new sites. Others believe that predictive modeling has severe limitations and that regulatory agencies will use these "models to authorize disturbance and development of substantial areas under the potentially erroneous assumption that they contain no significant archaeological sites" (Mather and Watts 2002). Mather and Watts address the limitations of predictive models with regard to shipwrecks:

If predictive modeling on land is contentious, it promises to be even more so underwater. The location of shipwrecks is clearly not behaviorally based in the same way as human settlement. The human decision-making component for underwater sites is considerably more limited; a captain's choice about where to sink is marginal at best. Neither do we know all the factors that determine shipwreck locations. Many stretches of water are dynamic and change over time. Ships are mobile. Also, there may be a considerable array of random factors such as storms, fires, and battles that help determine the patterns of vessel losses. Given the historically high usage of some stretches of water, it may be difficult to eliminate the possibility of shipwrecks in any unsurveyed or undisturbed areas (Mather and Watts 2002).

Suggestions to alleviate the nonconformity of shipwreck patterns include a GIS-based archaeological sensitivity analysis as an alternative. Establishment of GIS-based sensitivity zones

is useful to cultural resource managers who could quickly identify unsurveyed areas that may contain submerged cultural resources. Mather and Watts suggest that:

By overlaying data such as historic and archaeological sites, hazards to navigation, dredging activity, and remote sensing data, researchers can divide water systems into sensitivity zones. The advantage of archaeological sensitivity analysis is that it correlates directly with known data. Areas of highest sensitivity incorporate known archaeological sites; areas of lowest sensitivity have been surveyed by reputable researchers and are known to contain no archaeological sites. The unknown remains unknown, and no probability ratings are assigned to areas as a result of archaeological sensitivity analysis (Mather and Watts 2002).

With this said, results from the database review and subsequent application of a predictive model identified the potential for submerged cultural resources within each of the five Alternatives. Review of available databases identified one known wreck and no obstructions, archaeological sites, occurrences, or sites marked as "unknown." The only reported wreck was identified in the East Bay within the APE of Alternatives 17 and 19. Subsequently, Alternatives 17 and 19 have been identified as having a moderate potential for submerged cultural resources. Application of the predictive model indicates an overall low potential for submerged cultural resources within Alternatives 8, 14, and 15.

Based on the background review and the predictive model, SEARCH recommends that if Alternative 17 or 19 is selected as the preferred Alternative, a marine remote-sensing survey should be conducted for the East Bay water crossing. This crossing contains the potential for submerged cultural resources due to its history as a navigable waterway and the presence of one reported modern wreck. None of the other water crossings were identified as containing potential for submerged cultural resources. Due to the low potential for submerged cultural resources on the remaining Alternatives, SEARCH recommends no further work for Alternatives 8, 14, and 15.

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DATABASES CITED

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National Oceanic and Atmospheric Administration Electronic Navigational Charts (ENC)

n.d. Electronic document, <http://www.nauticalcharts.noaa.gov/mcd/enc/>.

National Oceanic and Atmospheric Administration Aids to Navigation (NavAids)

2006 Database provided by Services Unlimited, Hammond, Louisiana. On file, Services Unlimited, Hammond, Louisiana.

US Coast Guard Hazards to Navigation

2007 Database provided by Services Unlimited, Hammond, Louisiana. On file, Services Unlimited, Hammond, Louisiana.

APPENDIX O

Transportation Planning Consistency Documentation

Planning Consistency Worksheet

Figure Showing Recommended Alternative Project Phases

2035 LRTP Needs Plan (dated July 2012) Pages 5-3 and 5-4)

2035 LRTP Cost Feasible Plan (dated July 2012) Pages 7-10 and 7-11

2013 Adopted STIP page 9

STIP Report

Bay County TPO Meeting Enclosure C

Resolution Bay 13-16

FDOT Request for TIP Amendment

Page C-4 from Bay TPO TIP 2012/13-20116/17

Page C-5 from Bay TPO TIP 2013/14-2017/18

Planning Requirements for Environmental Document Approvals with Segmented Implementation

Document Information:					
Date: 9/16/2013		Document Type: EIS		Document Status: Draft	
Project Name: Gulf Coast Parkway				FM #: 410981-3, 410981-4, 410981-5, 410981-6	
Project Limits: From US 98 in Gulf County to US 231 and US 98 (Tyndall Parkway) in Bay County				ETDM #: 410981-7, 410981-8, 410981-9 7559	
Are the limits consistent with the plans? Yes					
Identify MPO(s) (if applicable): Bay County Transportation Planning Organization				Original PD&E FAP# 410981-1 and 410981-2	
Segment Information: FDOT Work Program Segment 3					
Segment Limits: From intersection of US 98 and CR 386 north along existing CR 386 for 1.6 miles until the intersection of the proposed Gulf To Bay Highway				Segment FM #: 410981-3	
Currently Adopted CFP-LRTP	COMMENTS				
Y/N	The proposed widening of CR 386 from US 98 north 1.6 miles to the proposed intersection with the Gulf to Bay Highway is consistent with the Bay County TPO 2035 Long Range Transportation Plan Needs Plan (pages 5-3 and 5-4). Funding is expected for all phases in the period beyond 2050. Construction of the entire project should be completed by 2070.				
PHASE	Currently Approved TIP	Currently Approved STIP	TIP/STIP \$	TIP/STIP FY	COMMENTS
PE (Final Design)	N	N	\$0.00	N/A	This project is identified in the Bay County TPO 2035 LRTP Needs Assessment, but is outside the 20-year window of the Cost Feasible Plan. PE (design) funding of \$0.9 million is expected beyond 2050.
R/W	N	N	\$0.00	N/A	This project is identified in the Bay County TPO 2035 LRTP Needs Assessment, but is outside the 20-year window of the Cost Feasible Plan. Right-of-way funding of \$14.7 million is expected beyond 2050.
Construction	N	N	\$0.00	N/A	This project is identified in the Bay County TPO 2035 LRTP Needs Assessment, but is outside the 20-year window of the Cost Feasible Plan. Construction funding of \$5.9 million is expected beyond 2050.
Segment Information: FDOT Work Program Segment 4					
Segment Limits: From intersection of CR 386 and proposed Gulf to Bay Highway west and then northwest along new alignment until the southern approach of proposed bridge over East Bay				Segment FM #: 410981-4	
Currently Adopted CFP-LRTP	COMMENTS				
Y/N	The proposed new Gulf Coast Parkway roadway from CR 386 to the southern approach of the proposed bridge over East Bay is consistent with the Bay County TPO 2035 Long Range Transportation Plan Needs Plan (pages 5-3 and 5-4). Funding is expected for all phases in the period beyond 2050. Construction of the entire project should be completed by 2070.				
PHASE	Currently Approved TIP	Currently Approved STIP	TIP/STIP \$	TIP/STIP FY	COMMENTS
PE (Final Design)	N	N	\$0.00	N/A	This project is identified in the Bay County TPO 2035 LRTP Needs Assessment, but is outside the 20-year window of the Cost Feasible Plan. PE (design) funding of \$7.5 million is expected beyond 2050.
R/W	N	N	\$0.00	N/A	This project is identified in the Bay County TPO 2035 LRTP Needs Assessment, but is outside the 20-year window of the Cost Feasible Plan. Right-of-way funding of \$8.8 million is expected beyond 2050.
Construction	N	N	\$0.00	N/A	This project is identified in the Bay County TPO 2035 LRTP Needs Assessment, but is outside the 20-year window of the Cost Feasible Plan. Construction funding of \$50.0 million is expected beyond 2050.
Segment Information: FDOT Work Program Segment 5					
Segment Limits: From southern approach of proposed bridge over East Bay to northern approach of bridge				Segment FM #: 410981-5	
Currently Adopted CFP-LRTP	COMMENTS				
Y/N	The proposed Gulf Coast Parkway segment from the southern approach of the proposed bridge over East Bay to northern approach of the bridge is consistent with the Bay County TPO 2035 Long Range Transportation Plan Needs Plan (pages 5-3 and 5-4). Funding is expected for all phases in the period beyond 2050. Construction of the entire project should be completed by 2070.				
PHASE	Currently Approved TIP	Currently Approved STIP	TIP/STIP \$	TIP/STIP FY	COMMENTS

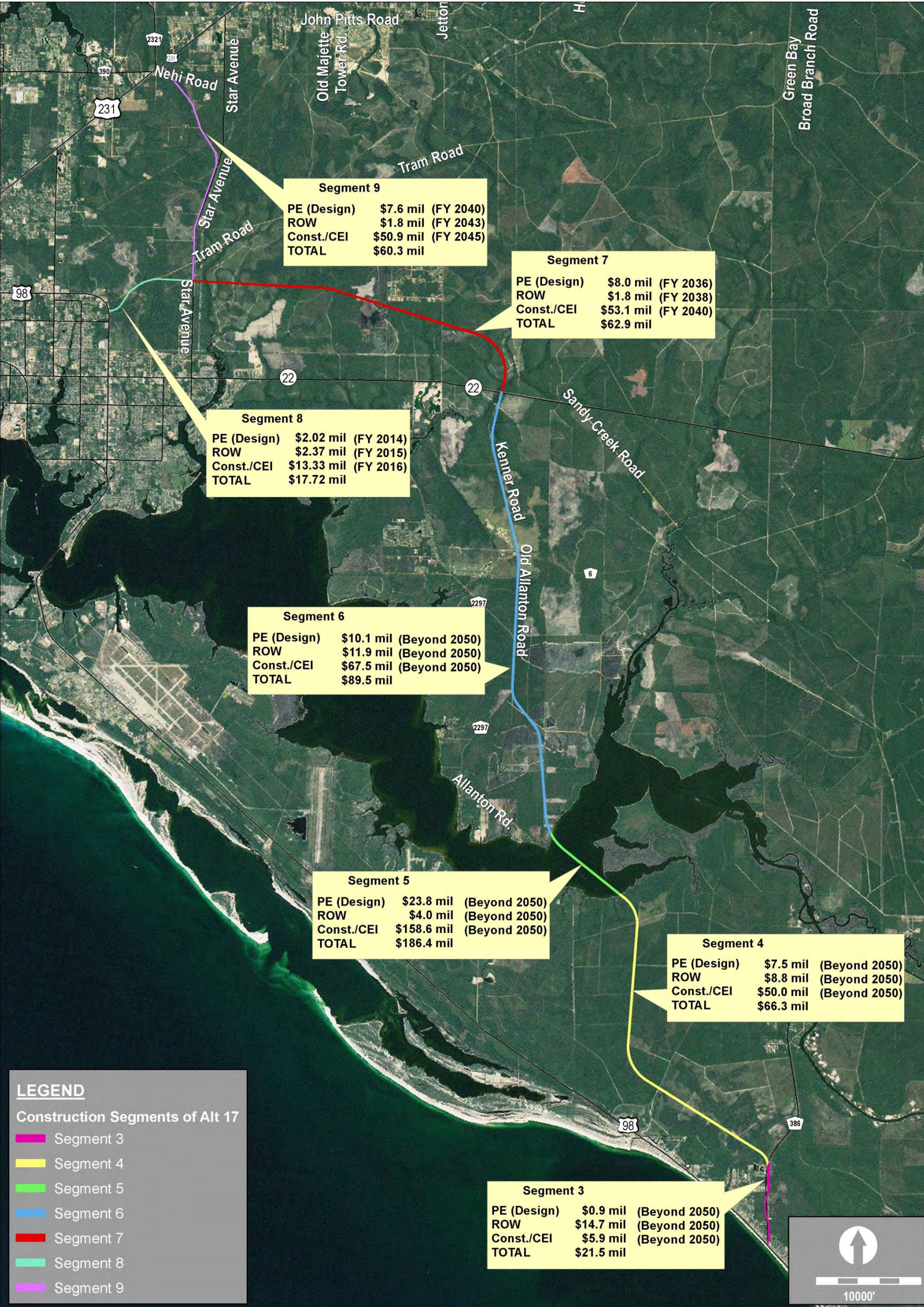
This project is identified in the Bay County TPO 2035 LRTP Needs Assessment, but is outside the 20-year window of the Cost Feasible Plan. PE (design) funding of \$23.80 million is expected beyond 2050.					
PE (Final Design)	N	N	\$0.00	N/A	
R/W	N	N	\$0.00	N/A	This project is identified in the Bay County TPO 2035 LRTP Needs Assessment, but is outside the 20-year window of the Cost Feasible Plan. Right-of-way funding of \$4.0 million is expected beyond 2050.
Construction	N	N	\$0.00	N/A	This project is identified in the Bay County TPO 2035 LRTP Needs Assessment, but is outside the 20-year window of the Cost Feasible Plan. Construction funding of \$158.6 million is expected beyond 2050.
Segment Information: FDOT Work Program Segment 6					
Segment Limits: From northern end of approach to proposed bridge over East Bay north on new alignment until reaches CR 2297. Travels north over existing CR 2297 until it diverges into Old Allanton Road/Kenner Road and then continues north over existing Old Allanton/Kenner Road until it intersects SR 22.			Segment FM #:		410981-6
Currently Adopted CFP-LRTP	COMMENTS				
Y/N	The proposed Gulf Coast Parkway from the northern end of approach to proposed bridge over East Bay north on new alignment until CR 2297. Along CR 2297 until it diverges into Old Allanton Road/Kenner Road continuing north along existing Old Allanton Road/Kenner Road to SR 22 is consistent with the Bay County TPO 2035 Long Range Transportation Plan Needs Plan (pages 5-3 and 5-4). Funding is expected for all phases in the period beyond 2050. Construction of the entire project should be completed by 2070.				
PHASE	Currently Approved TIP	Currently Approved STIP	TIP/STIP \$	TIP/STIP FY	COMMENTS
PE (Final Design)	N	N	\$0.00	N/A	This project is identified in the Bay County TPO 2035 LRTP Needs Assessment, but is outside the 20-year window of the Cost Feasible Plan. PE (design) funding of \$10.1 million is expected beyond 2050.
R/W	N	N	\$0.00	N/A	This project is identified in the Bay County TPO 2035 LRTP Needs Assessment, but is outside the 20-year window of the Cost Feasible Plan. Right-of-way funding of \$11.9 million is expected beyond 2050.
Construction	N	N	\$0.00	N/A	This project is identified in the Bay County TPO 2035 LRTP Needs Assessment, but is outside the 20-year window of the Cost Feasible Plan. Construction funding of \$67.5 million is expected beyond 2050.
Segment Information: FDOT Work Program Segment 7					
Segment Limits: From SR 22 westward on new alignment north of and parallel to SR 22 to new intersection with Star Avenue 1,600 feet south of Tram Road			Segment FM #:		410981-7
Currently Adopted CFP-LRTP	COMMENTS				
Y/N	The proposed Gulf Coast Parkway from SR 22 westward on new alignment north of and parallel to SR 22 to new intersection with Star Avenue 1,600 feet south of Tram Road is consistent with the Bay County TPO 2035 Long Range Transportation Plan Needs Plan (pages 5-3 and 5-4). Funding of \$8.0 million for design is expected in 2036. Funding of \$1.8 million for right-of-way is expected in 2038, and funding of \$53.1 million is expected in 2040. Construction of the entire project should be completed by 2070.				
PHASE	Currently Approved TIP	Currently Approved STIP	TIP/STIP \$	TIP/STIP FY	COMMENTS
PE (Final Design)	N	N	\$0.00	N/A	This project is identified in the Bay County TPO 2035 LRTP Needs Assessment, but is outside the 20-year window of the Cost Feasible Plan. PE(design) funding of \$8.0 million is expected in 2036.
R/W	N	N	\$0.00	N/A	This project is identified in the Bay County TPO 2035 LRTP Needs Assessment, but is outside the 20-year window of the Cost Feasible Plan. Right-of-way funding of \$1.8 million is expected in 2038.
Construction	N	N	\$0.00	N/A	This project is identified in the Bay County TPO 2035 LRTP Needs Assessment, but is outside the 20-year window of the Cost Feasible Plan. Construction funding of \$53.1 million is expected in 2040.
Segment Information: FDOT Work Program Segment 8					
Segment Limits: From CR 2315 (Star Avenue) to SR 30A (US 98)			Segment FM #:		410981-8
Currently Adopted CFP-LRTP	COMMENTS				
Y/N	The proposed Gulf Coast Parkway from CR 2315 (Star Avenue) to SR 30A (US 98) is consistent with the Bay County TPO 2035 Long Range Transportation Plan 2016-2035 Cost Feasible Plan (pages 7-10 and 7-11). \$2.02 million is programmed for PE (design) in 2014, \$2.37 million is programmed for right-of-way in 2015, and \$13.33 million is programmed for construction in 2016. Construction of the entire project should be completed by 2070.				
PHASE	Currently Approved TIP	Currently Approved STIP	TIP/STIP \$	TIP/STIP FY	COMMENTS
PE (Final Design)	N	N	\$2.02	2014	This project is identified in the Bay County TPO LRTP pages 7-10 and 7-11; page C-5 of the 2013/14 - 2017/18 TIP, and page 9 of the FDOT adopted 2013 STIP.
R/W	N	N	\$2.37	2015	This project is identified in the Bay County TPO LRTP pages 7-10 and 7-11; page C-5 of the 2013/14 - 2017/18 TIP, and page 9 of the FDOT adopted 2013 STIP.
Construction	N	N	\$13.33	2016	This project is identified in the Bay County TPO LRTP pages 7-10 and 7-11; page C-5 of the 2013/14 - 2017/18 TIP, and page 9 of the FDOT adopted 2013 STIP.

Segment Information: FDOT Work Program Segment 9 Segment Limits: From intersection of the Gulf Coast Parkway with Star Avenue, north along existing Star Avenue 2.1 miles, then northwest on new alignment to travel 2.36 miles to intersect with US 231. Includes flyover over Bay Line Railroad and US 231 and new intersection configuration with US 231, CR 390, and SR 2321 Segment FM #: 410981-9					
Currently Adopted CFP-LRTP	COMMENTS				
Y/N	The proposed Gulf Coast Parkway from Star Avenue, north along Star Avenue 2.1 miles, then northwest on new alignment for 2.36 miles to US 231, including flyover of Bay Line Railroad and US 231 and new intersection configuration of US 231, CR 390, and SR 2321, is consistent with the Bay County TPO 2035 Long Range Transportation Plan Needs Plan (pages 5-3 and 5-4). Funding of \$8.0 million for PD (design) is expected in 2040. Funding of \$1.8 million for right-of-way is expected in 2043, and funding of \$53.1 million for construction is expected in 2045. Construction for the entire project should be complete by 2070.				
PHASE	Currently Approved TIP	Currently Approved STIP	TIP/STIP \$	TIP/STIP FY	COMMENTS
PE (Final Design)	N	N	\$0.00	N/A	This project is identified in the Bay County TPO 2035 LRTP Needs Assessment, but is outside the 20-year window of the Cost Feasible Plan. PE (design) funding of \$8.0 million is expected in 2040.
R/W	N	N	\$0.00	N/A	This project is identified in the Bay County TPO 2035 LRTP Needs Assessment, but is outside the 20-year window of the Cost Feasible Plan. Right-of-way funding of \$1.8 million is expected in 2043.
Construction	N	N	\$0.00	N/A	This project is identified in the Bay County TPO 2035 LRTP Needs Assessment, but is outside the 20-year window of the Cost Feasible Plan. Construction funding of \$53.1 million is expected in 2045.

FDOT Preparer's Name: _____
 Date: _____ Phone #: _____

Preparer's Signature: _____
 Email: _____

*Attach: LRTP, TIP, STIP pages



Gulf Coast Parkway Alternative 17 Project Segments, Costs, and Funding Period

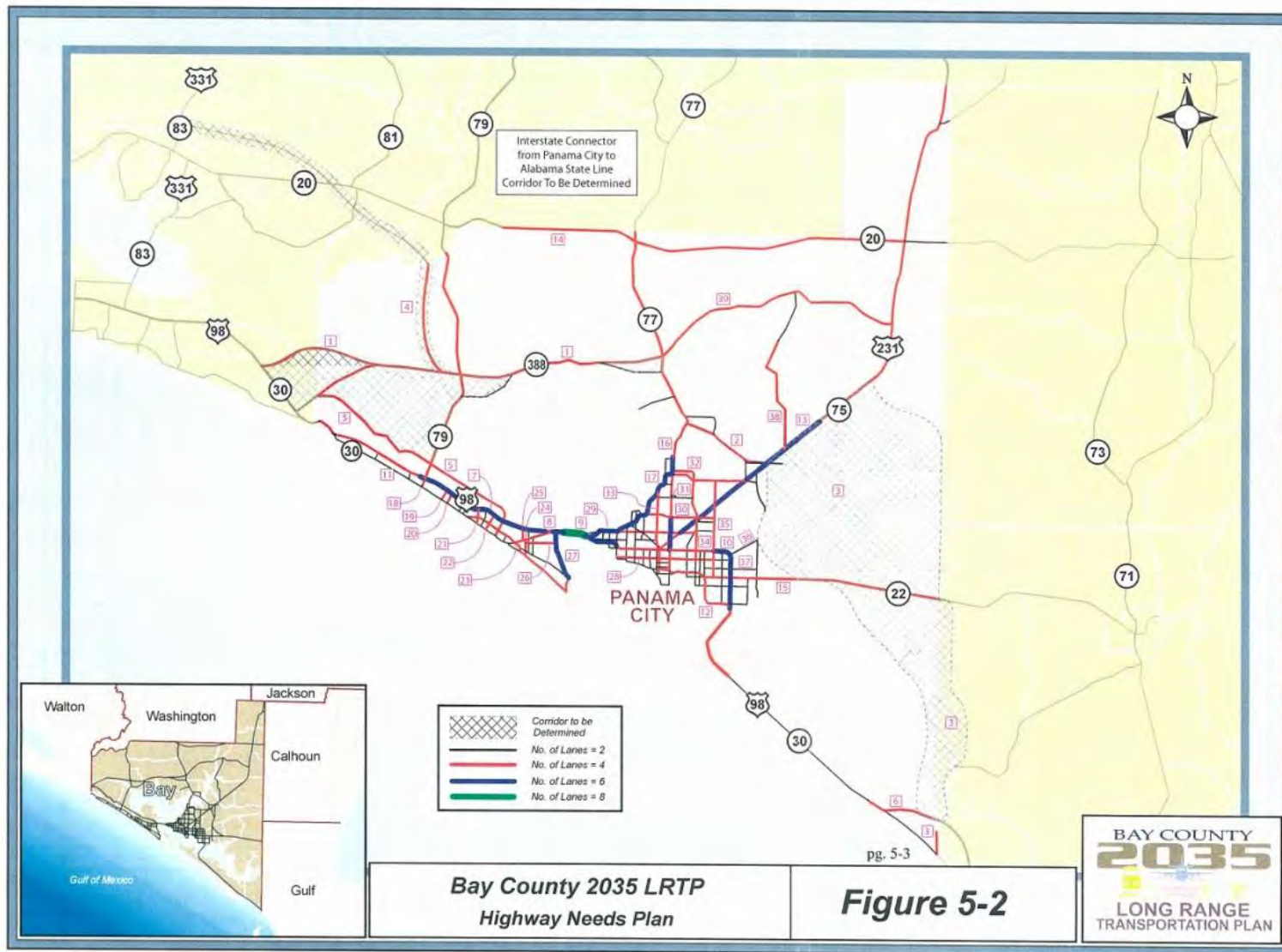


Table S-1
Bay County 2035 LRTP
Adopted Needs Plan
(Revised 8/31/2019)

Map ID	Roadway	From	To	Improvement	Segment Length (mi)**	LR	Construction Cost (\$M)	Construction Cost (\$M)	PD&E (15%)	Design (15%)	ROW (20%)	CR (15%)	Total Cost	Project Total Cost**
1	West Bay Parkway	US 90 at Walton Co Line	SR 79	New Roadway - 4 lanes, divided	10.536	R	\$ 3,366,545	\$ 3,366,545	\$ 504,982	\$ 504,982	\$ 844,258	\$ 844,258	\$ 1,658,172	\$ 1,658,172
	West Bay Parkway	SR 79	CR 36, east of SR 79	New Roadway - 4 lanes, divided	2.810	R	\$ 3,322,523	\$ 3,322,523	\$ 504,982	\$ 504,982	\$ 844,258	\$ 844,258	\$ 1,658,172	\$ 1,658,172
	West Bay Parkway / CR 36	West Bay Parkway, east of SR 79	West Bay Parkway, east of SR 79	Capacity impact: 2 lanes to 4 lanes, divided	0.455	R	\$ 3,366,545	\$ 3,366,545	\$ 504,982	\$ 504,982	\$ 844,258	\$ 844,258	\$ 1,658,172	\$ 1,658,172
	West Bay Parkway	CR 36	CR 36, north of SR 77	New Roadway - 4 lanes, divided	3.745	R	\$ 3,366,545	\$ 3,366,545	\$ 504,982	\$ 504,982	\$ 844,258	\$ 844,258	\$ 1,658,172	\$ 1,658,172
	West Bay Parkway	CR 36	CR 36, north of SR 77	New Roadway - 4 lanes, divided	1.915	R	\$ 3,322,523	\$ 3,322,523	\$ 504,982	\$ 504,982	\$ 844,258	\$ 844,258	\$ 1,658,172	\$ 1,658,172
2	Gulf Coast Pkwy E	SR 17, near County Point Rd	SR 17A / CR 2321	New Roadway - 4 lanes, divided	1.670	R	\$ 2,222,523	\$ 2,222,523	\$ 333,378	\$ 333,378	\$ 555,630	\$ 555,630	\$ 1,111,258	\$ 1,111,258
	Gulf Coast Pkwy E	SR 17A / CR 2321	N of CR 2321 / Traps Rd	Capacity impact: 2 lanes to 4 lanes, divided	2.531	R	\$ 3,366,545	\$ 3,366,545	\$ 504,982	\$ 504,982	\$ 844,258	\$ 844,258	\$ 1,658,172	\$ 1,658,172
	Gulf Coast Pkwy E	CR 2321, N of CR 2321 / Traps Rd	US 231 / SR 25	New Roadway - 4 lanes, divided	1.334	R	\$ 2,222,523	\$ 2,222,523	\$ 333,378	\$ 333,378	\$ 555,630	\$ 555,630	\$ 1,111,258	\$ 1,111,258
3	Gulf Coast Pkwy / Star Ave / CR 2321	US 231 / SR 25	CR 101 / Main Rd	Capacity impact: 2 lanes to 4 lanes, divided	4.362	R	\$ 3,366,545	\$ 3,366,545	\$ 504,982	\$ 504,982	\$ 844,258	\$ 844,258	\$ 1,658,172	\$ 1,658,172
	Gulf Coast Pkwy	Star Ave / SR 179, near CR 101	SR 22 / Wines Hwy, west of CR 43 / Gulf Coast	New Roadway - 4 lanes, divided	3.325	R	\$ 2,222,523	\$ 2,222,523	\$ 333,378	\$ 333,378	\$ 555,630	\$ 555,630	\$ 1,111,258	\$ 1,111,258
	Gulf Coast Pkwy / SR 22	West of CR 43 / Gulf Coast	West of CR 43 / Gulf Coast	Capacity impact: 2 lanes to 4 lanes, divided	3.140	R	\$ 3,366,545	\$ 3,366,545	\$ 504,982	\$ 504,982	\$ 844,258	\$ 844,258	\$ 1,658,172	\$ 1,658,172
	Gulf Coast Pkwy	SR 22, west of CR 43 / Gulf Coast	CR 36A / Governor (Gulf Coast)	New Roadway - 4 lanes, divided	3.044	R	\$ 3,366,545	\$ 3,366,545	\$ 504,982	\$ 504,982	\$ 844,258	\$ 844,258	\$ 1,658,172	\$ 1,658,172
	Gulf Coast Pkwy / CR 36A / Governor (Gulf Coast)	Gulf Coast Pkwy	US 90 / Gulf County Line	Capacity impact: 2 lanes to 4 lanes, divided	10.117	R	\$ 3,366,545	\$ 3,366,545	\$ 504,982	\$ 504,982	\$ 844,258	\$ 844,258	\$ 1,658,172	\$ 1,658,172
4	West Bay Connector	West Bay Parkway / CR 36	Washington County Line	New Roadway - 4 lanes, divided	6.552	R	\$ 3,366,545	\$ 3,366,545	\$ 504,982	\$ 504,982	\$ 844,258	\$ 844,258	\$ 1,658,172	\$ 1,658,172
5	Power Line Rd	West Bay Parkway	SR 79	New Roadway - 4 lanes, divided	0.014	R	\$ 2,222,523	\$ 2,222,523	\$ 333,378	\$ 333,378	\$ 555,630	\$ 555,630	\$ 1,111,258	\$ 1,111,258
	Power Line Rd	SR 79	Richard Jackson Blvd	New Roadway - 4 lanes, divided	5.539	R	\$ 3,322,523	\$ 3,322,523	\$ 504,982	\$ 504,982	\$ 844,258	\$ 844,258	\$ 1,658,172	\$ 1,658,172
6	Gulf to Bay Hwy / CR 36A	US 90, west of Mexican Beach	Bay / Gulf County Line	New Roadway - 4 lanes, divided	4.001	R	\$ 3,366,545	\$ 3,366,545	\$ 504,982	\$ 504,982	\$ 844,258	\$ 844,258	\$ 1,658,172	\$ 1,658,172
7	US 90 / SR 30A / Panama City Beach Hwy	Shady Ln	R. Jackson Blvd	Capacity impact: 4 lanes to 6 lanes, divided	4.918	R	\$ 3,366,545	\$ 3,366,545	\$ 504,982	\$ 504,982	\$ 844,258	\$ 844,258	\$ 1,658,172	\$ 1,658,172
	US 90 / SR 30A / Panama City Beach Hwy	R. Jackson Blvd	Thomas Dr / CR 30A	Capacity impact: 4 lanes to 6 lanes, divided	1.515	R	\$ 3,366,545	\$ 3,366,545	\$ 504,982	\$ 504,982	\$ 844,258	\$ 844,258	\$ 1,658,172	\$ 1,658,172
8	US 90 / Thomas Dr Interchange, west bound	Hathaway Interchange, west approach	East Thomas Dr	New Elevated Roadway - 3 lanes	0.440	R	\$ 45,936,000	\$ 45,936,000	\$ 6,890,400	\$ 6,890,400	\$ 11,484,000	\$ 11,484,000	\$ 23,960,400	\$ 23,960,400
	US 90 / Thomas Dr Interchange, west bound	Hathaway Interchange, west approach	East Thomas Dr	New Connection to Back Beach Rd - 2 lanes	0.440	R	\$ 45,936,000	\$ 45,936,000	\$ 6,890,400	\$ 6,890,400	\$ 11,484,000	\$ 11,484,000	\$ 23,960,400	\$ 23,960,400
	US 90 / Thomas Dr Interchange, west bound	New Elevated Roadway	Front Beach Rd	New Connection - 2 lanes	0.435	R	\$ 45,936,000	\$ 45,936,000	\$ 6,890,400	\$ 6,890,400	\$ 11,484,000	\$ 11,484,000	\$ 23,960,400	\$ 23,960,400
	US 90 / Thomas Dr Interchange, west bound	New Elevated Roadway	Thomas Dr	New Roadway - 2 lanes	0.530	R	\$ 45,936,000	\$ 45,936,000	\$ 6,890,400	\$ 6,890,400	\$ 11,484,000	\$ 11,484,000	\$ 23,960,400	\$ 23,960,400
	US 90 / Thomas Dr Interchange, west bound	Hathaway Interchange, west approach	Thomas Dr	Share to 2-lane Frontage Rd	0.267	R	\$ 1,553,005	\$ 1,553,005	\$ 232,951	\$ 232,951	\$ 388,252	\$ 388,252	\$ 776,504	\$ 776,504
9	US 90 / Hathaway Dr	Thomas Dr Interchange	Calypso Dr	Capacity impact: 6 lanes to 8 lanes, divided	1.443	R	\$ 6,100,000	\$ 6,100,000	\$ 915,000	\$ 915,000	\$ 1,525,000	\$ 1,525,000	\$ 3,540,000	\$ 3,540,000
	US 90 / SR 30	Calypso Dr	Michigan Ave	Interchange (Mooch Ave Overpass & 2nd St Interchange)	1.1	R	\$ 6,100,000	\$ 6,100,000	\$ 915,000	\$ 915,000	\$ 1,525,000	\$ 1,525,000	\$ 3,540,000	\$ 3,540,000
	US 90 / SR 30	Michigan Ave	Beck Ave	Capacity impact: 4 lanes to 6 lanes, divided	2.230	R	\$ 3,140,566	\$ 3,140,566	\$ 471,085	\$ 471,085	\$ 785,141	\$ 785,141	\$ 1,956,292	\$ 1,956,292
	US 90 / SR 30A	US 90 / 134th St	SR 25 / US 231	Interchange	1.1	R	\$ 3,140,566	\$ 3,140,566	\$ 471,085	\$ 471,085	\$ 785,141	\$ 785,141	\$ 1,956,292	\$ 1,956,292
10	US 90 / SR 30A / Tumball Pkwy	Tomlinson Rd	SR 22 / Wines Hwy	Capacity impact: 4 lanes to 6 lanes, divided	2.334	R	\$ 3,140,566	\$ 3,140,566	\$ 471,085	\$ 471,085	\$ 785,141	\$ 785,141	\$ 1,956,292	\$ 1,956,292
	US 90 / SR 30A / Tumball Pkwy	SR 22 / Wines Hwy	SR 30 / SR 30	Capacity impact: 4 lanes to 6 lanes, divided	1.599	R	\$ 3,140,566	\$ 3,140,566	\$ 471,085	\$ 471,085	\$ 785,141	\$ 785,141	\$ 1,956,292	\$ 1,956,292
11	US 90A / SR 30 / Front Beach Rd	Orlando Dr	SR 30	CR 1A, Front Beach Rd, IV-VIII, capacity impact: 2 lanes, divided	1.903	R	\$ 4,891,028	\$ 4,891,028	\$ 733,654	\$ 733,654	\$ 1,222,757	\$ 1,222,757	\$ 3,847,439	\$ 3,847,439
	US 90A / SR 30 / Front Beach Rd	SR 30	Per Park Dr	CR 1A, Front Beach Rd, IV-VIII, capacity impact: 2 lanes, divided	0.347	R	\$ 4,891,028	\$ 4,891,028	\$ 733,654	\$ 733,654	\$ 1,222,757	\$ 1,222,757	\$ 3,847,439	\$ 3,847,439
	US 90A / SR 30 / Front Beach Rd	Per Park Dr	Hudson Blvd (West End)	CR 1A Project C - Segment 3, Per Park to Hills Rd - 2 lanes, divided	0.770	R	\$ 4,891,028	\$ 4,891,028	\$ 733,654	\$ 733,654	\$ 1,222,757	\$ 1,222,757	\$ 3,847,439	\$ 3,847,439
	US 90A / SR 30 / Front Beach Rd	Hudson Blvd (West End)	R. Jackson Blvd	CR 1A Project C - Segment 3, Hills Rd to Hudson Blvd, capacity impact: 2 lanes, divided	1.291	R	\$ 4,891,028	\$ 4,891,028	\$ 733,654	\$ 733,654	\$ 1,222,757	\$ 1,222,757	\$ 3,847,439	\$ 3,847,439
	US 90A / SR 30 / Front Beach Rd	R. Jackson Blvd	S. Thomas Dr	CR 1A Project C - Segment 3, capacity impact: 2 lanes, divided	2.854	R	\$ 4,891,028	\$ 4,891,028	\$ 733,654	\$ 733,654	\$ 1,222,757	\$ 1,222,757	\$ 3,847,439	\$ 3,847,439
	US 90A / SR 30 / Front Beach Rd	S. Thomas Dr	CR 1A Project B - Segment 2, 3 lanes, divided	1.252	R	\$ 4,891,028	\$ 4,891,028	\$ 733,654	\$ 733,654	\$ 1,222,757	\$ 1,222,757	\$ 3,847,439	\$ 3,847,439	
12	US 90 / SR 30	Henry St	Tumball Pkwy	Capacity impact: 2 lanes to 4 lanes, divided	2.479	R	\$ 3,140,566	\$ 3,140,566	\$ 471,085	\$ 471,085	\$ 785,141	\$ 785,141	\$ 1,956,292	\$ 1,956,292
13	US 231 / CR 25	SR 231 / US 231	CR 2321	Roadway Interchange	0.584	R	\$ 2,222,523	\$ 2,222,523	\$ 333,378	\$ 333,378	\$ 555,630	\$ 555,630	\$ 1,111,258	\$ 1,111,258
	US 231 / CR 25	SR 231 / CR 25	Long Ln / Union Boundary	Capacity impact: 4 lanes to 6 lanes, divided	11.215	R	\$ 3,140,566	\$ 3,140,566	\$ 471,085	\$ 471,085	\$ 785,141	\$ 785,141	\$ 1,956,292	\$ 1,956,292
14	SR 29	Washington County Line	US 231 / SR 25	Capacity impact: 2 lanes to 4 lanes, divided	23.449	R	\$ 4,000,000	\$ 4,000,000	\$ 600,000	\$ 600,000	\$ 1,000,000	\$ 1,000,000	\$ 2,600,000	\$ 2,600,000

7.3 Adopted Cost Feasible Plan

Based upon a final round of review at a second workshop of the Advisory Committees of the Transportation Planning Organization held on May 11, 2011, a preferred 2035 Cost Feasible Plan was developed for presentation to the TPO and Advisory Committees for adoption.

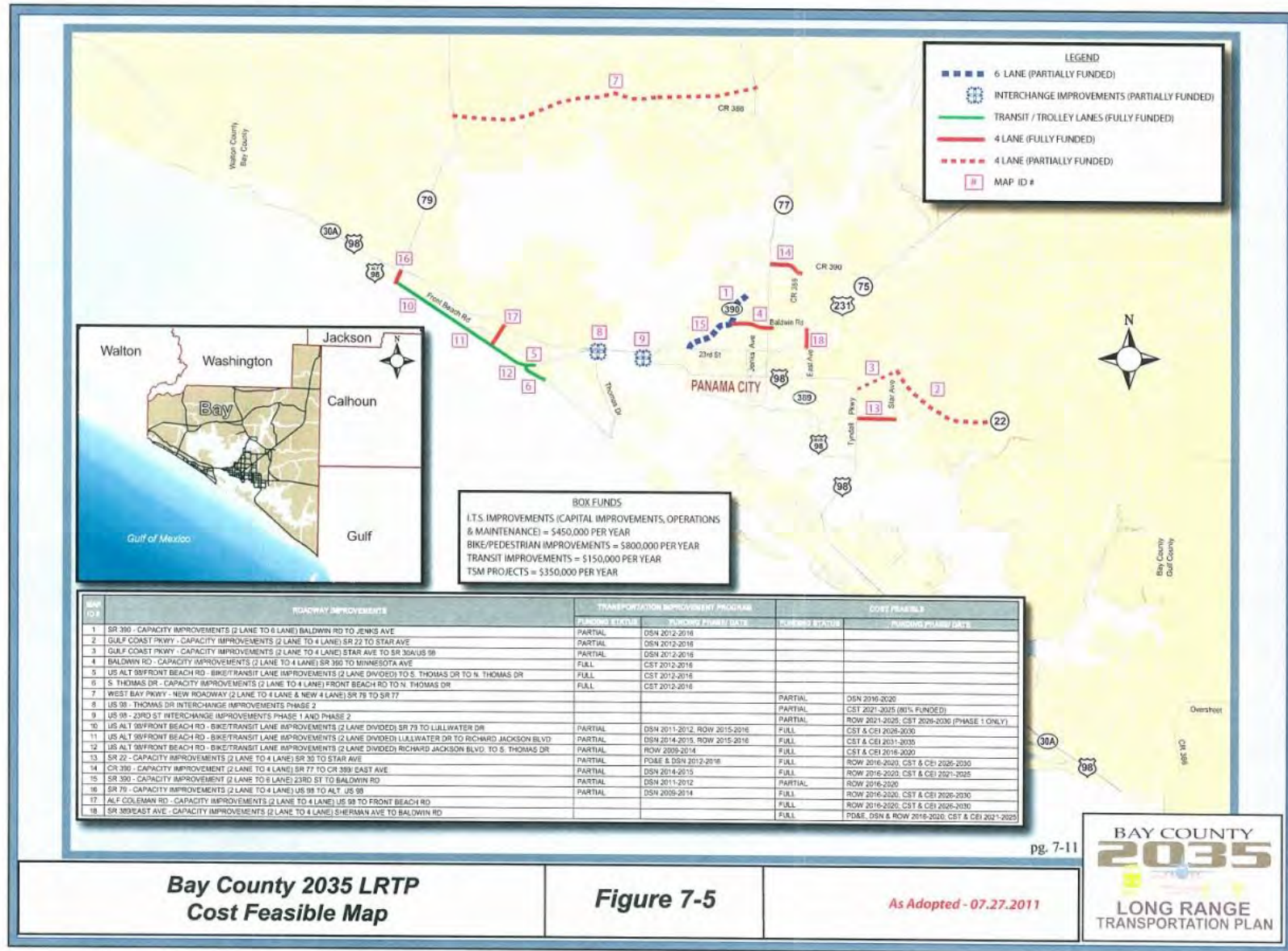
The 2035 Cost Feasible Plan has funding for 10 roadway projects, 2 interchange projects, 2 transit trolley projects, several bicycle/pedestrian projects, and ITS projects costing just over \$370 million in 2010 dollars which is approximately 11.4% of the 2035 Needs Assessment Costs. Additional or alternate revenue sources could allow projects to be moved into the Cost Feasible Plan. The Adopted Cost Feasible Map is provided in Figure 7-5.

Table 7-5: Adopted Cost Feasible Plan Projects

Map ID #	ROADWAY IMPROVEMENT
1 B	WEST BAY PKWY-NEW ROADWAY (NEW 4 LANE) SR 79 TO SR 77
3	GULF COAST PKWY-NEW ROADWAY (NEW 4 LANE) CR 386 (GULF) TO US 231 (BAY)
8	US 98-THOMAS DR INTERCHANGE IMPROVEMENTS PHASE 2
9	US 98-23RD ST INTERCHANGE IMPROVEMENTS PHASE 1 AND PHASE 2
11	US ALT 98/FRONT BEACH RD-BIKE/TRANSIT LANE IMPROVEMENTS (2 LANE DIVIDED) SR 79 TO R. JACKSON BLVD
11A	US ALT 98/FRONT BEACH RD-BIKE/TRANSIT LANE IMPROVEMENTS (2 LANE DIVIDED) R. JACKSON BLVD TO S. THOMAS DR
15	SR 22-CAPACITY IMPROVEMENTS (2 LANE TO 4 LANE) STAR AVE TO TYNDALL PKWY
17	CR 390-CAPACITY IMPROVEMENT (2 LANE TO 4 LANE) SR 77 TO CR 389
17A	SR 390-CAPACITY IMPROVEMENT (2 LANE TO 6 LANE) 23RD ST TO BALDWIN RD
18	SR 79-CAPACITY IMPROVEMENTS (2 LANE TO 4 LANE) US 98 TO ALT. US 98
22	ALF COLEMAN RD-CAPACITY IMPROVEMENTS (2 LANE TO 4 LANE) US 98 TO FRONT BEACH RD
34	SR 389/EAST AVE-CAPACITY IMPROVEMENTS (2 LANE TO 4 LANE) SHERMAN AVE TO BALDWIN RD

Table 7-6: Adopted Cost Feasible Plan Annual Funding Allocations

Box Fund	Annual Fund
ITS Projects (Capital Improvement, Operations and Maintenance)	\$450,000
Bicycle / Pedestrian Projects	\$800,000
Transportation System Management Projects	\$350,000
Annual Public Transportation Capital Improvements	\$150,000



FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
STIP REPORT

DATE RUN: 11/06/2012
TIME RUN: 14.47.23
MBRSTIP-1

=====

ITEM NUMBER: 410981 6 PROJECT DESCRIPTION: GULF COAST PARKWAY FROM SR 22 WEWA HIGHWAY TO CR 2315 STAR AVENUE *NON-SIS*
DISTRICT: 03 COUNTY: BAY TYPE OF WORK: PRELIM ENG FOR FUTURE CAPACITY
ROADWAY ID: 46000000 PROJECT LENGTH: 3.600MI LANES EXIST/IMPROVED/ADDED: 0/ 0/ 2

FUND CODE	LESS THAN 2013	2013	2014	2015	2016	GREATER THAN 2016	ALL YEARS
FEDERAL PROJECT NUMBER: <N/A>							
PHASE: Preliminary Engineering / RESPONSIBLE AGENCY: Managed by FDOT							
DIH	0	0	5,000	0	0	0	5,000
HPP	0	0	2,390,000	0	0	0	2,390,000
TOTAL <N/A>	0	0	2,395,000	0	0	0	2,395,000
TOTAL 410981 6	0	0	2,395,000	0	0	0	2,395,000

ITEM NUMBER: 410981 7 PROJECT DESCRIPTION: GULF COAST PARKWAY FROM CR 2315 STAR AVENUE TO SR 30A (US 98) *NON-SIS*
DISTRICT: 03 COUNTY: BAY TYPE OF WORK: PRELIM ENG FOR FUTURE CAPACITY
ROADWAY ID: 46000000 PROJECT LENGTH: 2.000MI LANES EXIST/IMPROVED/ADDED: 0/ 0/ 2

FUND CODE	LESS THAN 2013	2013	2014	2015	2016	GREATER THAN 2016	ALL YEARS
FEDERAL PROJECT NUMBER: <N/A>							
PHASE: Preliminary Engineering / RESPONSIBLE AGENCY: Managed by FDOT							
DIH	0	0	5,000	0	0	0	5,000
HPP	0	0	1,840,968	0	0	0	1,840,968
TOTAL <N/A>	0	0	1,845,968	0	0	0	1,845,968
TOTAL 410981 7	0	0	1,845,968	0	0	0	1,845,968



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Web Application

Federal Aid Management Office James Jobe - Manager

STIP Report

Selection Criteria

Detail Report

County/MPO Area:(Select a County)

Financial Project:410981 7

HIGHWAYS										
Item Number: 410981 7 Project Description: GULF COAST PARKWAY FROM CR 2315 STAR AVENUE TO SR 30A (US 98)										
District: 03		County: BAY		Type of Work: PRELIM ENG FOR FUTURE CAPACITY						
Roadway ID: 46000000		Project Length: 2.000MI			Lanes Exist/Improved/Added: 0/0/2					
				Fiscal Year						
Phase / Responsible Agency				<2013	2013	2014	2015	2016	>2016	All Years
PRELIMINARY ENGINEERING / Managed by FDOT										
Federal Project Number: <blank>										
Fund Code: DIH - STATE IN-HOUSE PRODUCT SUPPORT						5,000				5,000
HPP - HIGH PRIORITY PROJECTS						1,840,968				1,840,968
Federal Project: <blank> Totals						1,845,968				1,845,968
Phase: PRELIMINARY ENGINEERING Totals						1,845,968				1,845,968
Item: 410981 7 Totals						1,845,968				1,845,968
HIGHWAYS Totals						1,845,968				1,845,968
Grand Total						1,845,968				1,845,968

This site is maintained by the Federal Aid Management Office, located at 605 Suwannee Street, MS 21, Tallahassee, Florida 32399. For additional information please e-mail questions or comments to:
(James Jobe: james.jobe@dot.state.fl.us or call 850-414-4448)

Office Home: [Office of Work Program](#)
[Contact Us](#) [Employment](#) [FDOT Performance](#) [MyFlorida.com](#) [Statement of Agency](#) [Web Policies & Notices](#)

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 Florida Department of Transportation
Consistent, Predictable, Repeatable

Approved for Submittal to TPO: *on BW*

ENCLOSURE C

SUBJECT: Consideration of Resolution BAY 13-16 Amending the Fiscal Year (FY) 2013-2017 and FY 2014-2018 Transportation Improvement Programs to Add Project #4109818, New Road Construction for Gulf Coast Parkway from County Road 2315 (Star Avenue) to State Road 30A (US 98) (**PUBLIC HEARING AND ROLL CALL VOTE REQUIRED**)

ORIGIN OF SUBJECT: Florida Department of Transportation (FDOT)

LOCAL GOVERNMENT ACTION NEEDED: None

BACKGROUND: Annually, the TPO adopts a Transportation Improvement Program (TIP), which lists the projects scheduled throughout the five years of the FDOT Work Program for various phases such as project development and environment study, design, right-of-way acquisition and construction. To receive federal funding, the projects must be in the TPO's adopted TIP. This TIP amendment adds the Design in FY 2013/14, Right-of-Way in FY 2014/15, and Construction and Construction Engineering and Inspection (CEI) in FY 2015/16 for Gulf Coast Parkway from County Road 2315 (Star Avenue) to State Road 30A (US 98) in Bay County in the total amount of \$18,734,393.

Attached are the following:

- Resolution BAY 13-16
- Request for Amendment
- Page of the FY 2013-FY 2017 TIP as Amended
- Page of the FY 2014-FY 2018 TIP as Amended

RECOMMENDED ACTION: Approval of a motion authorizing the TPO Chairman to sign Resolution BAY 13-16 amending the FY 2013-2017 and FY 2014-2018 TIPs. This action is recommended to ensure FDOT can authorize funding for these projects. The difference between State Fiscal Year (July 1st) and the Federal Fiscal Year (October 1st) is the reason for both TIPs being amended. Please contact Mr. Gary Kramer, TPO staff, at 1-800-226-8914, Extension 219 or gary.kramer@wfrpc.org if additional information is needed.

RESOLUTION BAY 13-16

A RESOLUTION OF THE BAY COUNTY TRANSPORTATION PLANNING ORGANIZATION AMENDING THE FY2013-2017 AND FY2014-2018 TRANSPORTATION IMPROVEMENT PROGRAMS

WHEREAS, the Bay County Transportation Planning Organization (TPO) is the organization designated by the Governor of Florida as being responsible, together with the State of Florida, for carrying out the continuing, cooperative and comprehensive transportation planning process for the Bay County TPO Planning Area; and

WHEREAS, the Transportation Improvement Program (TIP) is adopted annually by the TPO and submitted to the Governor of the State of Florida, to the Federal Transit Administration, and through the State of Florida to the Federal Highway Administration; and

WHEREAS, the TIP is periodically amended to maintain consistency with the Florida Department of Transportation Work Program; and

WHEREAS, authorization for federal funding of projects within an urbanized area cannot be obtained unless the projects are included in the TPO's TIP;

NOW, THEREFORE, BE IT RESOLVED BY THE BAY COUNTY TRANSPORTATION PLANNING ORGANIZATION THAT:

The TPO amends the FY2013-2017 and FY2014-2018 Transportation Improvement Programs to add Project #4109818 for Design, Right-of-Way, and Construction for Gulf Coast Parkway from CR 2315 (Star Avenue) to SR 30A (US 98) for a total amount of \$18,734,393.

Passed and duly adopted by the Bay County Transportation Planning Organization on this 25th day of September 2013.

**BAY COUNTY TRANSPORTATION
PLANNING ORGANIZATION**

BY: _____
Rodney Friend, Chairman

ATTEST: _____

FDOT Request for TIP Amendment

ID # Project Name/Location

BAY County

4109818 Gulf Coast Parkway
from CR 2315 Star Avenue to SR 30A (US 98)

New Road Construction

Phase Code	2012/2013	2013/2014	2014/2015	2015/2016	2016/2017	TOTAL	Fund Cod
C8			\$1,023,583			\$1,023,583	HPP
31		\$20,000				\$20,000	HPP
32		\$2,000,000				\$2,000,000	HPP
4B			\$178,698	\$100,000		\$278,698	HPP
41			\$45,481	\$50,000		\$95,481	HPP
42			\$116,699			\$116,699	HPP
43			\$452,432	\$1,400,000		\$1,852,432	HPP
45			\$11,218	\$10,000		\$21,218	HPP
52				\$8,479,487		\$8,479,487	HPP
52				\$2,852,386		\$2,852,386	TIMP
61				\$181,310		\$181,310	HPP
62				\$1,813,099		\$1,813,099	HPP
	\$0	\$2,020,000	\$1,828,111	\$14,886,282	\$0	\$18,734,393	

4109818

Gulf Coast Parkway

Non-SIS



Work Summary: NEW ROAD CONSTRUCTION

From: CR 2315 Star Avenue

To: SR 30A (US 98)

Lead Agency: Managed by FDOT

Length: 1.44 MI

L RTP #: #3 2035 Needs Assessment Rpt p. H-3.

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
PE	HPP	0	2,020,000	0	0	0	2,020,000
ROW	HPP	0	0	804,528	1,560,000	0	2,364,528
ENV	HPP	0	0	1,023,583	0	0	1,023,583
CEI	HPP	0	0	0	1,994,409	0	1,994,409
CST	TIMP	0	0	0	2,852,386	0	2,852,386
CST	HPP	0	0	0	8,479,487	0	8,479,487
Total		0	2,020,000	1,828,111	14,886,282	0	18,734,393

Prior Cost < 2012/13: 0

Future Cost > 2016/17: 0

Total Project Cost: 18,734,393

Project Description: New road construction from the intersection of Star Avenue to SR 30A (US 98). Federal ear mark.
*** Amendment on September 28, 2013 TPO Agenda for approval

13-17 TIP Page as Amended

4109818

Gulf Coast Parkway

Non-SIS



Work Summary: NEW ROAD CONSTRUCTION
 From: CR 2315 Star Avenue
 To: SR 30A (US 98)
 Lead Agency: Managed by FDOT
 Length: 1.44 Mi
 LRTP #: #3 2035 Needs Assessment Rpt p. H-3.

Phase	Fund Source	2013/14	2014/15	2015/16	2016/17	2017/18	Total
PE	HPP	2,020,000	0	0	0	0	2,020,000
ROW	HPP	0	804,528	1,560,000	0	0	2,364,528
ENV	HPP	0	1,023,583	0	0	0	1,023,583
CEI	HPP	0	0	1,994,409	0	0	1,994,409
CST	TIMP	0	0	2,852,386	0	0	2,852,386
CST	HPP	0	0	8,479,487	0	0	8,479,487
Total		2,020,000	1,828,111	14,886,282	0	0	18,734,393

Prior Cost < 2013/14: 0

Future Cost > 2017/18: 0

Total Project Cost: 18,734,393

Project Description: New road construction from the intersection of Star Avenue to SR 30A (US 98). Federal Ear Mark.
 *** Amendment on September 28, 2013 TPO Agenda for approval

APPENDIX P

Navigation Information

Summary of Vessel Usage Surveys

Marina Information

Boat Information from Field

Summary of Agency Interviews

Photographs of Existing Bridges

US 98/DuPont Bridge

CR 386/Overstreet Bridge

Pleasant Rest Road/Wetappo Creek Bridge

Photographs of Wetappo Creek

Photographs of Vessels Utilizing Wetappo Creek

Marina	Contact Information	Town	Number of Boats Moored	Type of Boats	Legnth	Heights	% of Boats That Travel the ICWW	% of Boats That Travel Wetappo Creek	% of Boats That Travel into the Gulf
Watson Bayou Marina	(850)-215-7684	Panama City Beach	50	Sailboats	24-40 ft.	Up to 50 ft	5%	1%	94%
Panama City Marina	(850)-872-7272	Panama City	300	All Types	24-60 ft.	Up to 60 ft	25%	0%	75%
Bayou Joe's Marina	(850)-763-6442	Panama City				Up to			
Pier 98 Marina	(850)-874-8723	Panama City	15	All types	25-40 ft.	Up to 50 ft	15%	1%	84%
Bay County Boatyard	(850)-215-9283	Panama City	25	All Types	25-65 ft.	Up to 60 ft	30%	0%	70%
Smugglers Cove Marina	(850)-215-4078	Panama City	19	Sailboats	20-47 ft.	Up to 55 ft	3%	0%	97%

Bridge	Date	Time	Boat Type	Boat length	Boat Height	Boat Headed in Direction of	Time of Survey
Dupont Bridge	7/17/2013	10:18 AM	Cruiser	40 ft	15 ft	East Bay	10:00-2:00
Dupont Bridge	7/17/2013	10:20 AM	Bow Rider	18 ft	5 ft	East Bay	10:00-2:00
Dupont Bridge	7/17/2013	10:25 AM	Bay Boat	22 ft	5 ft	Saint Andrews Bay	10:00-2:00
Dupont Bridge	7/17/2013	10:42 AM	Flats Boat	20 ft	4 ft	Saint Andrews Bay	10:00-2:00
Dupont Bridge	7/17/2013	10:45 AM	Trawler	45 ft	20 ft	East Bay	10:00-2:00
Dupont Bridge	7/17/2013	11:04 AM	Cruiser	45 ft	12 ft	Saint Andrews Bay	10:00-2:00
Dupont Bridge	7/17/2013	11:38 AM	Sport Cruiser	26 ft	10 ft	Saint Andrews Bay	10:00-2:00
Dupont Bridge	7/17/2013	11:39 AM	Sail Boat	35 ft	40 ft	Saint Andrews Bay	10:00-2:00
Dupont Bridge	7/17/2013	11:40 AM	Transport Boat	55 ft	15 ft	East Bay	10:00-2:00
Dupont Bridge	7/17/2013	11:47 AM	Center Console	22 ft	12 ft	East Bay	10:00-2:00
Dupont Bridge	7/17/2013	12:04PM	Aluminium Boat	14 ft	3 ft	East Bay	10:00-2:00
Dupont Bridge	7/17/2013	12:05 PM	Center Console	24 ft	12 ft	East Bay	10:00-2:00
Dupont Bridge	7/17/2013	12:06 PM	Pontoon	22 ft	10 ft	East Bay	10:00-2:00
Dupont Bridge	7/17/2013	12:16PM	Aluminium Boat	16 ft	6 ft	Saint Andrews Bay	10:00-2:00
Dupont Bridge	7/17/2013	12:43 PM	House Boat	26 ft	15 ft	East Bay	10:00-2:00
Dupont Bridge	7/17/2013	1:19 PM	Aluminium Boat	14 ft	3 ft	Saint Andrews Bay	10:00-2:00
Dupont Bridge	7/17/2013	1:19 PM	Pontoon	22 ft	10 ft	Saint Andrews Bay	10:00-2:00
Dupont Bridge	7/17/2013	1:23 PM	Sport Cruiser	26 ft	10 ft	East Bay	10:00-2:00
Ovetstreet Bridge	7/18/2013	11:16 AM	Center Console	22 ft	10 ft	West	11:05-2:45

Interviews	Contact Info	Number of Vessels	Type of Vessels	Frequency of Travel	Time Periods of High Usage	Person I Talked to	Responses
US Coast Guard	(850)-234-2475	NO INFO	NO INFO	NO INFO	NO INFO		No info concerning boat traffic
US Army Corps Of Engineers	(850)-784-9780	NO INFO	NO INFO	NO INFO	NO INFO	Waylon Register	Try Gulf intracoastal Canal Association
NW FL Water Management District	(850)-539-5999	NO INFO	NO INFO	NO INFO	NO INFO	Sarah Martin	Try the Army Corps Of Engineers
FL Dept of Enviromental Protection	(850)-767-0040	NO INFO	NO INFO	NO INFO	NO INFO	Cliff Wilson	Try the Army Corps of Engineers
Gulf County	Clay Smallwood	NO INFO	NO INFO	NO INFO	NO INFO	Clay Smallwood	Try to go out and count boats
Bay County	Mrs Moore					Elizabeth Moore	
Port of Port Saint Joe	(850)-229-5240	NO INFO	NO INFO	NO INFO	NO INFO	Tommy Pitts	Call local residents

US 98/DuPont Bridge

TO BE PROVIDED

CR 386/Overstreet Bridge



Pleasant Rest Road/Wetappo Creek Bridge



Photographs of Wetappo Creek







Photographs of Vessels on Wetappo Creek











APPENDIX Q
Joint Application for Environmental
Resources Permit – Section A

Form #62-346.900(1)
Form Title: Joint Application for Environmental
Resource Permit / Authorization to Use
State-Owned Submerged Lands / Federal
Dredge & Fill Permit in Northwest Florida.
Effective Date: November 1, 2010
Minor corrections incorporated January 16, 2011
Incorporated by reference in 62-346.070(2)(a), F.A.C.

**JOINT APPLICATION FOR
ENVIRONMENTAL RESOURCE
PERMIT /
AUTHORIZATION TO USE STATE-
OWNED SUBMERGED LANDS /
FEDERAL DREDGE AND FILL PERMIT
IN NORTHWEST FLORIDA**

Note: Do NOT use this form for Notice of Intent to Use a Noticed General Permit!

Applications to the Northwest Florida Water Management District may be
completed online.

The Department only accepts paper applications at this time.

Effective November 1, 2010



November 1, 2010



US Army Corps
of Engineers

INTRODUCTION

FORMS AND ATTACHMENTS

This form must be used to apply for an individual permit to construct, alter, operate, maintain or repair (excluding routine, custodial maintenance), abandon, or remove a surface water management system under Section 373.41 45(1), F.S., and Chapter 62-346, F.A.C., within the geographic limits of the Northwest Florida Water Management District ("NFWFMD"). Activities that require an individual permit are described in Rule 62-346.050, F.A.C., and section 3 of Applicant's Handbook Volume I. These activities also are summarized in Attachment 3 of this form.

PROCESSING AGENCY

Responsibilities for reviewing and taking agency action on surface water management applications under Section 373.41 45(1), F.S., and Chapter 62-346, F.A.C., have been divided between the Department of Environmental Protection ("Department") and the NFWFMD in accordance with the Operating Agreement adopted by reference in Rule 62-346.091, F.A.C. A copy of the Operating Agreement is in Appendix 1 of Applicant's Handbook I, and also is available at the offices of the Department's Northwest District and the NFWFMD, and on the Internet sites of the Department and NFWFMD at: <http://www.dep.state.fl.us/water/wetlands/erp/rules/guide.htm>, and <http://www.nwfwmd.state.fl.us/permits/permit-ERP.html>. The division of responsibilities is summarized in Attachment 1.

SUBMITTAL AND FEES

All information requested in Sections A through F, as applicable, of this form should be completed together with location map(s) of sufficient detail to allow someone who is unfamiliar with the site to travel to and locate the specific site of the activity; construction plans, drawings, and other supporting documents that depict and describe the proposed activities; and the fee required by Rule 62-346.071, F.A.C. (see Attachment 4 for a summary of the fee schedule). This information should be submitted as follows:

- Applications to the Department must contain one original of the application with original signatures on Section A, one paper copy of all the above, and one electronic copy of all the above. Submit the application to the Department office shown in Figure 1A.
- ALL applications to the NFWFMD can be submitted through the District's web site at: <http://www.nwfwmd.state.fl.us/permits/permits-ERP.html>. If the applicant does not utilize the electronic application, paper copies shall be submitted by mail or other delivery service to the appropriate office of the NFWFMD shown in Figure 1B. If a paper application is submitted, it must include all requirements for submittal of a paper copy as are used by the Department.

BE ADVISED

- If activities involve dredging and filling in wetlands or other surface waters, one or all of the following may also be required in addition to any permit required: authorization to use state-owned submerged lands; and other applicable permits or authorization from the U.S. Army Corps of Engineers and local governments.
- Authorization from the Department for the proposed project does not preclude the need to obtain all other required authorizations and permits required by other state, local, and federal agencies.
- Applicants are advised that documents and drawings submitted by persons other than the owner for purposes other than the private use of the owner are subject to the signing and sealing requirements of a registered professional.

EXEMPTIONS AND NOTICED GENERAL PERMITS

- Activities that qualify for an EXEMPTION from permitting are listed in Rule 62-346.051, F.A.C., with additional information on exempt activities provided in section 3.4 of the Applicant's Handbook Volume I, and Attachment 3 of this Form. **An application to the Department or the NFWFMD is NOT required to conduct an exempt activity.** However, if you desire verification whether the work qualifies for an exemption, send the request as follows:
 - If the proposed activity:
 - **Is the responsibility of the Department, DO NOT USE THIS FORM.** Instead, send a completed Form 62-346.900(11) — "Exemption Verification Request," to the applicable Department office shown in Figure 1A. Alternatively, you may send a letter with the information below to that office. Requests to "self certify" a private, single-family dock must be submitted to the Department's Internet site at: <http://appprod.dep.state.fl.us/erppa/>, or
 - **Is the responsibility of the NFWFMD,** complete this application electronically through the District's Internet site at: <http://www.nwfwmd.state.fl.us/permits/permits-ERP.html>.
 - **All exemption verification requests** must contain a location map of sufficient detail to allow someone who is unfamiliar with the site to travel to and locate the specific site of the activity; two sets of construction plans, drawings, and other supporting documents that clearly and legibly depict and describe the proposed activities in a detail to demonstrate compliance with the terms, conditions, and limitations of the exemption; the fee required by Rule 62-346.071, F.A.C. (see Attachment 4); permission from the landowner for staff to enter and inspect the property site subject to the exemption; and identification (by number and name, if known) to the rule or statutory exemption sought.
- Activities that qualify for a NOTICED GENERAL PERMIT under Chapter 62-341, F.A.C., must be noticed to the Department or NFWFMD before initiating work. **DO NOT USE this application form to submit the notice.** Instead, use the Notice of Intent to Use an Environmental Resource Noticed General Permit in Northwest Florida, Form 62-346.900(2), adopted by reference in Rule 62-346.070(2), F.A.C., and submit to the Department or NFWFMD per the "Processing Agency" and "Submittal and Fees" procedures above.



TABLE OF CONTENTS
APPLICATION FORM FOR
ENVIRONMENTAL RESOURCE PERMIT/AUTHORIZATION TO USE STATE-OWNED SUBMERGED
LANDS/FEDERAL DREDGE & FILL PERMIT IN NORTHWEST FLORIDA

SECTION A	General Information
SECTION B	Notice of Receipt of Application
SECTION C	Project Specific Information for Individual Permit Applications Related to an Individual Single-family Dwelling Unit that is Not Part of a Plan of Common Development Proposed by the Applicant
SECTION D	Project Specific Information for Individual Permit Applications NOT Related to an Individual Single-family Dwelling Unit
	Table 1 Project impact summary
	Table 2 On-site mitigation summary
	Table 3 Off-site mitigation summary
	Table 4 Docking facility summary
	Table 5 Shoreline stabilization summary
SECTION E	Information to Establish a Mitigation Banks
SECTION F	Application for Authorization to Use State-owned Submerged Lands

ATTACHMENTS

1	DEPARTMENT and NFWFMD Permitting	November 1, 2010 Responsibilities
Figure 1A	Florida Department of Environmental Protection Northwest District Geographic Limits and Office	November 1, 2010 Responsibilities
Figure 1B	Northwest Florida Water Management District	November 1, 2010 Geographic Limits and Office Responsibilities
2	Summary of Exemptions, Permit Types and	November 1, 2010 Thresholds
3	Summary of U.S. Army Corps of Engineers Permits	November 1, 2010



“What Sections of the Application Must I Fill Out?”

<i>Section:</i>	<i>Noticed General Permits (Use Form 62- 346.900(2))</i>	<i>Individual Permits</i>		
		Single- Family Residences	Others	Mitigation Banks
Section A		Yes	Yes	Yes
Section B		Yes	Yes	Yes
Section C		Yes		
Section D			Yes	Yes
Section E				Yes
Section F	As Needed	As Needed	As Needed	As Needed

If you are seeking verification that the proposed activity qualifies for an exemption, DO NOT use this application — please use Form 62-346.900(11), “Request for Verification of an Exemption from the Need for an Environmental Resource Permit under Part IV of Chapter 373, F.S., within the Northwest Florida Water Management District,” incorporated by reference in subsection 62-346.070(2)(c)1., F.A.C., November 1, 2010.



NOTE: The information requested in Sections A through F of this application package is not intended to be all-inclusive. Additional information may be requested by the reviewing agency in order to complete your application.

FOR AGENCY USE ONLY

DEP/WMD Application #	
Date Application Received	Fee Required
Proposed Project Lat.	Fee Received \$
Proposed Project Long.	Fee Receipt #

SECTION A — GENERAL INFORMATION

PART I: GENERAL INFORMATION

- A. **Type of permit** (check one). See Attachment 3 for thresholds and descriptions.
- ☒ Individual — Construction and Operation (see Rule 62-346.050, F.A.C., and section 3 of Applicant's Handbook Volume I)
- ☐ Individual — Conceptual Approval (see Rule 62-346.050, F.A.C., and section 3 of Applicant's Handbook Volume I)

NOTE: Do not use this form if you are submitting a notice to use a Notice General Permit under Chapter 62-341, F.A.C. Use Form 62-346.900(2) (see Rule 62-346.050, F.A.C., and section 3 of Applicant's Handbook Volume I)

- B. **Type of activity** for which you are applying (check at least one; if a prior permit #, please circle either "Department" or "NWFWM" as the prior issuing entity for the appropriate activity type, below):
- ☒ Construction and operation of a new system
- ☐ Operation of an existing system. Please provide existing Department or NWFWM permit #, if known:
- ☐ Alteration of an existing system. Please provide existing Department or NWFWM permit #, if known:
- ☐ Maintenance or repair of a system previously permitted by Department or the NWFWM. Please provide existing Department or NWFWM permit #, if known:
- ☐ Abandonment of a system. Please provide existing Department or NWFWM permit #, if known:
- ☐ Construction of additional phases of a system. Please provide the existing Department or NWFWM permit #, if known:
- ☐ Removal of a system. Please provide existing Department or NWFWM permit #, if known:
- ☐ Retrofit of a system. Please provide existing Department or NWFWM permit #, if known:
- ☐ Modification of a permit. Please provide existing Department or NWFWM permit #, if known:
- ☐ Major — see subsection 62-346.095(5) and paragraph 62-346.100(1)(a), F.A.C.
- ☐ Minor — see subsection 62-346.100(1)(d), F.A.C.
- ☐ Extension of permit duration — see subsection 62-346.100(1)(d) and Rule 62-346.110, F.A.C.
- ☐ Transfer — see subsection 62-346.100(1)(d) and Rule 62-346.130, F.A.C.
- ☐ Deadhead Logging.

- C. **Does the activity involve any work in wetlands or other surface waters?** (see Chapter 62-340, F.A.C.)
- ☒ Yes ☐ No If "yes," please provide, as applicable:
- Total area of dredging, filling, construction, alteration, or removal in, on, or over wetlands or other surface waters? _____ sq. ft.; **TBD see EIS** ac.
- Total volume of material to be dredged: **TBD see EIS** cubic yards
- Number of new boat slips proposed: **NA** wet slips; (also, if applicable: **NA** new dry slips in uplands)
- Number of existing boat slips to be altered: **NA** wet slips



PART 2: APPLICANT AND ASSOCIATED PARTIES INFORMATION	
A. APPLICANT (ENTITY TO RECEIVE PERMIT)	
Name: Joy Giddens	
Title and Company: Florida Department of Transportation, District 3	
Address: 1074 Highway 90	
City, State, Zip: Chipley, FL 32428	
Home Telephone:	Work Telephone: 850-330-1505
Cell Phone:	Fax:
E-mail Address: Joy.Giddens@dot.state.fl.us	
B. CO-APPLICANT	
Name:	
Title and Company:	
Address:	
City, State, Zip:	
Home Telephone:	Work Telephone:
Cell Phone:	Fax:
E-mail Address:	
C. OPERATION AND MAINTENANCE ENTITY	
Name:	
Title and Company: Florida Department of Transportation, District 3	
Address: 1074 Highway 90	
City, State, Zip: Chipley, FL 32428	
Home Telephone:	Work Telephone:
Cell Phone:	Fax:
E-mail Address:	
D. LAND OWNER(S) <input type="checkbox"/> CHECK HERE IF LAND OWNER IS ALSO A CO-APPLICANT	
Name: TBD	
Title and Company:	
Address:	
City, State, Zip:	
Home Telephone:	Work Telephone:
Cell Phone:	Fax:
E-mail Address:	
E. CONSULTANT (IF DIFFERENT FROM AGENT)	
Name:	
Title and Company: Atkins	
Address: 2639 North Monroe Street	
City, State, Zip: Tallahassee, FL 32303	
Home Telephone:	Work Telephone:
Cell Phone:	Fax:
E-mail Address:	
F. AGENT AUTHORIZED TO SECURE PERMIT	



Name:	
Title and Company:	
Address:	
City, State, Zip:	
Home Telephone:	Work Telephone:
Cell Phone:	Fax:
E-mail Address:	

PART 3: PROJECT SPECIFIC INFORMATION

A.	Name of project, including phase if applicable: <u>Gulf Coast Parkway</u>		
B.	Is this application for part of a multi-phase project? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <i>Note: If you answered "yes" to question B, please provide permit numbers for other authorized phases below:</i>		
Agency	Date	No.	Application Type
<u>NA</u>			
C.	Total area owned or controlled by the applicant contiguous to the project:	<u>NA</u>	ac.
D.	Project area or phase:	<u>NA</u>	ac.
E.	Impervious area excluding wetlands and other surface waters:	<u>NA</u>	ac.
F.	Volume of water the system is capable of impounding:	<u>NA</u>	ac. ft.

PART 4: PROJECT LOCATION

Street Address Road or other location: _____ [Note: If utilities or road or ditch maintenance projects, provide a starting and ending point using street names and nearest house numbers or provide length of project in miles along named streets or highways.]					
City, Zip Code, if applicable: <u>Multiple - See attached Location Map, Figure 1</u>					
Tax Parcel Identification Number: <u>TBD</u> [If project is on one parcel of land. Number may be obtained from property tax bill or from the county property appraiser's office; if on multiple parcels, provide multiple Tax Parcel Identification Numbers]					
County(ies)	<u>Bay, Gulf and Calhoun</u>	Section	Township	Range	<u>Multiple - TBD</u>
Latitude (DDD.dddd) _____		Longitude (DDD.dddd) _____			
Explain source for obtaining latitude and longitude: _____ (i.e. U.S.G.S. Quadrangle Map)					
Horizontal Datum (NAD 1927 or 1983)		(Taken from Central Location)			

PART 5: PROJECT DESCRIPTION

Note: In this section, please describe in general terms the project and activity. Use additional pages if necessary.

General explanation of work: **The Gulf Coast Parkway is a proposed new four-lane divided, controlled-access, arterial highway. The proposed facility would provide an urban typical section with bicycle lane and sidewalks in urban areas and a rural typical section with a multi-use trail on one side of the highway. The proposed new road would also provide a new high-level bridge at one of two potential locations across the Gulf Intracoastal Waterway to connect US 98 in Gulf County, Florida with US 231 and US 98 (Tyndall Parkway) in Bay County, Florida.**

The roadway will be located on both new and existing road alignments. The roadways interim construction would be a two-lane undivided roadway, however; the right-of-way widths will allow for expansion of the road to a four-lane, divided roadway, for the design year traffic demands. The project is approximately 30 to 36 miles in length, depending on the alternative.



The need for the project originated from the depressed economic conditions in Gulf County. As the concept of improving the transportation network as an economic stimulus for the County was investigated, it became apparent that additional needs could be addressed by the proposed facility. These needs included: relief of congestion on existing roads within the network; improving the security of Tyndal AFB; and enhancing hurricane evacuation for those in the coastal areas of Gulf County and southeastern bay County. See EIS for further details.

Treatment type proposed:

It is anticipated that all stormwater ponds will be wet detention due to high groundwater table in the area.

Current site conditions and land uses:

The majority of the project area where alternative alignments have been proposed is undeveloped or in agricultural use. Developed areas are almost entirely confined to the southern, western and northern boundaries of the study area (see Existing Land Use Map, Figure 2 attached).

Proposed Land Use:

The proposed land use will be a high speed multilane highway.

Description of sediment and erosion Best Management Practices (BMPs) to be used:

FDOT's Standard Specifications for Road and Bridge Construction will be utilized along with any other appropriate BMP's.

Names and classifications of all receiving waters (if available):

Due to the size and linear nature of the proposed project there are numerous potential receiving waters. Final design and alternative alignment selected will determine potential receiving waters. Potential receiving waters within the project area are generally Class III waters with the following exceptions:

Bayou George (Class I)
Bear Creek (Class I)
Deer Point Lake (Class I)
East Bay (Class II)
North Bay (Class II)
Baker Bayou (Class II -East Bay tributary)
Lathrop Bayou (Class II – East Bay tributary)
Walker Bayou (Class II – East Bay tributary)
St. Andrews Bay (Class II – Aquatic Preserve)
St. Joseph Bay (Class II –Aquatic Preserve)

Depending on the preferred alternative alignment selected, the following named waterbodies will potentially be crossed by the project (see Named Streams, Figure 3 attached).

Named Waterbodies and Stream Crossing (Alternative Alignment that may be crossed):

Bayou George Creek and tributaries (Alternative 14)
South Fork Bear Creek tributaries (Alternative 15)
Bear Swamp Alternative (Alternatives 8, 14, 15, 17 and 19)
Beefwood Branch (Alternatives 14 and 19)
Big Branch (Alternatives 14 and 19)
Callaway Creek and tributaries (Alternatives 8, 14, 15, 17 and 19)
Cooks Bayou and tributaries (Alternatives 8, 14, 15, 17 and 19)
Cushion Creek (Alternatives 8, 14, 15, 17 and 19)
Cypress Creek (Alternatives 8, 14, 15, 17 and 19)
East Bay (Alternatives 17 and 19)
Gude Branch (Alternatives 8, 14 and 15)
Horesford Branch (Alternative 15)
Horseshoe Creek and tributaries (Alternatives 8, 14 and 15)
Island Branch (Alternatives 14 and 19)



Joe Lamb Branch (Alternatives 8, 14 and 15)
Little Sandy Creek and tributaries (Alternatives 8, 14 and 15)
Olivers Creek (Alternatives 8, 14 and 15)
Panther Swamp (Alternatives 8, 14, 15, 17 and 19)
Sandy Creek and tributaries (Alternatives 8, 14 and 15)
South Fork Bear Creek and tributaries (Alternative 15)
Wetappo Creek (Alternatives 8, 14 and 15)

PART 6: SITE PERMIT HISTORY				
A. If there have been any pre-application meetings, including on-site meetings, with regulatory staff, please list the date(s), location(s), and names of key staff and project representatives as well a brief summary of any meetings: NA				
Name	Agency	Date	Location	Summary
B. Please identify by number any MSSW/Wetland Resource/62-25 F.A.C./USACE permits pending, issued or denied for projects at the location, and any related enforcement actions: NA				
Agency	Date	No.	Application Type	Action Taken
NA				
C. Please attach a copy of each permit issued for this project or explain why copies are not available. NA				



PART 7: APPLICANT AUTHORIZATIONS

- A. By signing this application form, I am applying, or I am applying on behalf of the applicant, for authorization to conduct the activity identified above, according to the supporting data and other incidental information filed with this application. I am familiar with the information contained in this application and represent that such information is true, complete and accurate. I understand this is an application and not a permit, and that work prior to approval is a violation. I understand that this application and any permit issued pursuant thereto, does not relieve me of any obligation for obtaining any other required federal, state, water management district or local permit prior to commencement of construction. I agree, or I agree on behalf of the applicant, to operate and maintain the permitted system unless the permitting agency authorizes transfer of the permit to a different operation and maintenance entity. I understand that knowingly making any false statement or representation in this application is a violation of Section 373.430, F.S. and 18 U.S.C. Section 1001.

Joy Giddens

Typed/Printed Name of Applicant or Agent
(If one is so authorized below)

Typed/Printed Name of Co-Applicant

Signature of Applicant/Agent

Date

Signature of Co-Applicant

Date

Permit Coordinator, FDOT, District 3

(Corporate Title if applicable)

(Corporate Title if applicable)

AN AGENT MAY SIGN ABOVE ONLY IF THE APPLICANT COMPLETES THE FOLLOWING:

- B. I hereby designate and authorize the agent listed above to act on my behalf, or on behalf of my corporation, as the agent in the processing of this application for the permit indicated above; and to furnish, on request, supplemental information in support of the application. In addition, I authorize the above-listed agent to bind me, or my corporation, to perform any requirements which may be necessary to procure the permit or authorization indicated above. I understand that knowingly making any false statement or representation in this application is a violation of Section 373.430, F.S. and 18 U.S.C. Section 1001.

Typed/Printed Name of Applicant

Signature of Applicant

Date

(Corporate Title if applicable)

Please note: The applicant's original signature (not a copy) is required above.

PERSON WITH AUTHORITY TO AUTHORIZE ACCESS TO THE PROPERTY MUST ALSO COMPLETE THE FOLLOWING:

- C. I certify that I [check one of the following]:

☐ Possess sufficient real property interest in or control over the land upon which the activities described in this application are proposed.

Note:

Interest in real property is typically evidenced by an instrument such as: a warranty deed, lease (subject to the limitations below); easement; judgment of the court; certificate of title issued by a clerk of the court; OR condominium, homeowners, or similar association documents, which demonstrate that the person or entity has sufficient interest in or control over the property to authorize the proposed activities to be permitted. An entity's contract for sale and purchase shall not be considered to have sufficient real property interest or control over the land that is subject to the application, but such entity shall be allowed to submit an application under this chapter (see next check box). Entities with the power of eminent domain and condemnation authority are considered capable of demonstrating that they will have sufficient real property interest or control prior to construction. **Note—the above documents do NOT have to be submitted at this time**, but must be made available if requested by the Department. Persons requesting activities on state-owned submerged land must also submit satisfactory evidence of sufficient upland interest in accordance with paragraph 18-21.004(3)(b), F.A.C. (April 14, 2008).

When the real property interest is a lease, the application must either:



- a. Include the fee simple owner as a co-applicant;
- b. Provide documentation that a governmental entity agrees to accept the transfer of the permit, including completing construction in accordance with the permit if needed, and to operate and maintain the system upon its completion;
- c. Provide documentation that the lease over the land and system extends for the expected life of the system; or
- d. Provide documentation that the operation and maintenance of the system is will be turned over to a new lessee or the landowner upon revocation, termination, or expiration of the lease.
- e. If the lease does not specifically designate an entity to complete construction of the system in accordance with the permit in the event the construction is not so completed by the lessee, or does not specify operation and maintenance requirements for the system, including designation of a specific operation and maintenance entity, a separate binding document also will be required establishing that the landowner is liable for completing construction or alteration of the system and for operating and maintaining the system in accordance with the permit.

☒ Do NOT have sufficient real property interest, as described above (including such things as a contract for sale and purchase or an option agreement) in the land upon which the activities described in this application are proposed. Attached is:

1. A certification from the owner, lessee, or easement holder of such lands, acknowledging that they have knowledge of this application and voluntarily grant the permission, below, for staff of the Department of Environmental Protection, the Northwest Florida Water Management District, and the U.S. Army Corps of Engineers to access and conduct necessary site visits for the review, inspection, and sampling of the lands and waters on the property that are the subject of the application and, as a condition of any permit issued, that they agree to provide entry to such lands for staff to monitor and inspect permitted work; and
2. Documentation from the fee simple owner, easement holder, governmental entity, or other entity as provided for in section 12.3 of Applicant's Handbook Volume I, that they are liable for accepting responsibility for operation and maintenance of the system after completion of construction, and for and performing other terms and conditions as required by the permit.

Note: Neither 1. nor 2., directly above, must be submitted when the applicant is an entity with the power of eminent domain and condemnation authority, but such entity shall make appropriate arrangements to enable the above staff to access and inspect the property as needed to access and conduct necessary site visits for the review, inspection, and sampling of the lands and waters on the property that are the subject of the application. Such entity also agrees, as a condition of any permit issued, to provide entry to these lands for the above staff to monitor and inspect permitted work.

Joy Giddens

Typed/Printed Name of Applicant

Signature of Applicant

Date

Permit Coordinator, FDOT, District 3

(Corporate Title if applicable)



US Army Corps
of Engineers



AUTHORIZATION BY OWNER, LESSEE, OR EASEMENT TITLE HOLDER TO ENTER AND INSPECT PROPERTY

I, as owner or easement holder of the land that is the subject of the application submitted by _____

Name of Applicant

hereby acknowledge that I am aware of the application for an environmental resource permit/federal dredge and fill permit being submitted by the above named applicant, and authorize staff from the Department, NFWFMD, and U.S. Army Corps of Engineers, to access and conduct any site visit on the property necessary for the review, inspection, and sampling of the lands and waters that are the subject of the this application. Further, I agree, as a condition of any permit issued, to provide entry to such lands for such staff to monitor and inspect permitted work.

Typed/Printed Name of Authorizing Entity

Signature of Authorizing Entity

Date

(Corporate Title if applicable)

(I may be contacted at _____ to arrange access and inspection of the property)



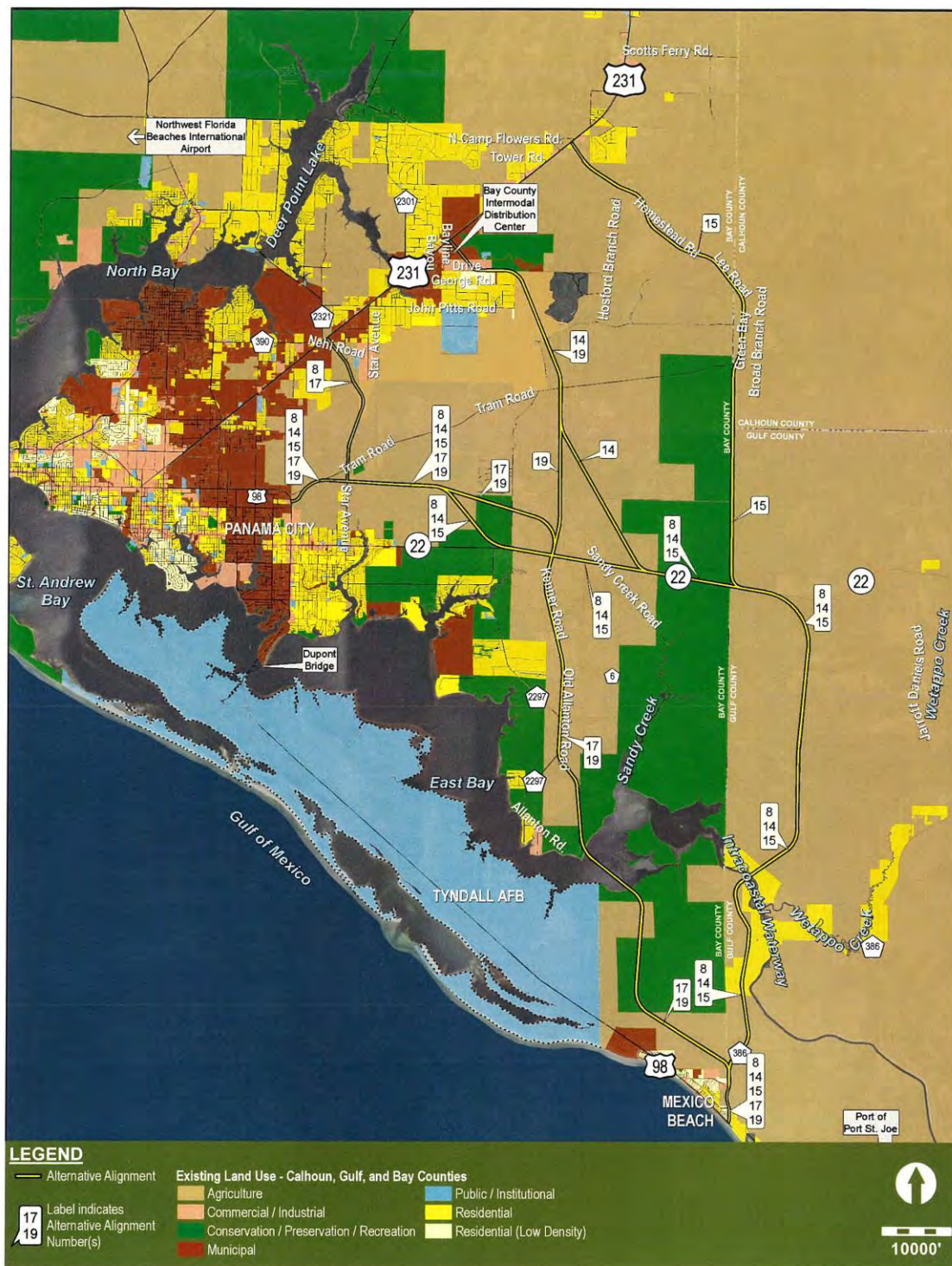


Figure 2: Existing Land Use



Bay County Mailing List

NAME	ADDRESS	CITY	STATE	ZIP	COUNTRY
BAZES HIGHWAY 22 TRUST, THE	BENJAMIN T MATTHEWS AS TRUSTEE	PANAMA CITY	FL	32408-9540	
ACCLUB PROPERTIES, INC.	C/O JIM ANDERS	PANAMA CITY	FL	32402-1690	
ADAMS, JERRY	2715 E JRD CT	PANAMA CITY	FL	32401	
ADAMS, THOMAS C	6334 E HIGHWAY 22	PANAMA CITY	FL	32408-2467	
ADAMSON, HEATHER LYNN ETAL	9231 E HWY 22	PANAMA CITY	FL	32404-2480	
ADOURRE, DANIEL & VERA M	7529 SHADOWBAY DR	PANAMA CITY	FL	32408-2410	
AKEE, JANNETTE D & ANTHONY L	TRUSTEES	PANAMA CITY	FL	32401	
AKINS, BELVIN F LIVING TRUST	P O BOX 2782	PANAMA CITY BEACH	FL	32411	
ALFORD, KEN B	9014 E HIGHWAY 22	PANAMA CITY	FL	32404-3576	
AL-HATEEB, MAHER FAYEZ &	EL-HATEEB, METHOAL	PANAMA CITY	FL	32405	
ALLAN FARMS LLC	509 BUNKERS COVE RD	PANAMA CITY	FL	32401	
ALLAN, CHARLES D	509 BUNKERS COVE RD	PANAMA CITY	FL	32401	
ALLEN, JASON E & DONAL	12441 HAMILTON RD	PANAMA CITY	FL	32404	
AMERICAN LIFESTART, INC	1505 NORTH BROWN ROAD	PANAMA CITY	FL	32403	
AMNETS POST 2286 OF CALLAWAY	FLORIDA, INC.	PANAMA CITY	FL	32404-6328	
ANDERSON, JASON C & L	1584 ANDERSON, HAMBURG L	PANAMA CITY	FL	32404	
ANDREWS, JAMES L & SHIRLEY N	C/O ENTERPRISE LANE, INC, LESSEE	PANAMA CITY	FL	32401	
APRACIO, RANLEY CAROLINA	234 CALLAWAY CHASE LANE	PANAMA CITY	FL	32404	
ARMISTEAD, LINDSEY JOE SR &	JACQUE WARMISTEAD	PANAMA CITY	FL	32404	
ARMSTRONG, BENJAMIN F	7522 SHADOWBAY DR	PANAMA CITY	FL	32405-2531	
ARMSTRONG, VERNEL	3735 E 5TH ST	PANAMA CITY	FL	32401	
ARNOLD, JOHN F & CLARA D	9318 W HWY 90	PORT ST JOE	FL	32456	
ARQUETTE DEVELOPMENT CORP	PO BOX 15389	PANAMA CITY BEACH	FL	32417-6504	
ATHANASIO, NICHOLAS	413 19TH ST	MEXICO BEACH	FL	32410	
ATWELL, FRANKES P TRUSTEE	2111 E BALDWIN RD	PANAMA CITY	FL	32405-5703	
AUTOCORP, BRADLEY J	400 BELLAIR AVENUE	CALLAWAY	FL	32404	
ATTEE TOWING & RECOVERY LLC	PO BOX 2078	LYNN HAVEN	FL	32444	
BACH, SON D'EN & HMDUE TH	PHAM LONG DUC, BACH & LAM DANG	PANAMA CITY	FL	32405-4395	
BAKER, WILLIAM	202 CALLAWAY CHASE LANE	PANAMA CITY	FL	32404	
BAKER, MARTIN M	1451 194TH AVE	PANAMA CITY	FL	32401-5037	
BAKER, RICHARD G SR & BARBARA	7429 E HWY 22	PANAMA CITY	FL	32404-3901	
BAKES, CORALE	1534 N EAST AVE	PANAMA CITY	FL	32405-6319	
BARCOA, OLIN & ALICE	415 N TYPICAL PARKWAY	PANAMA CITY	FL	32404	
BARTER'S ASPHALT & CONCRETE	PO BOX 936	MARIANNA	FL	32447-0908	
BAY COUNTY	844 MULBERRY AVE	PANAMA CITY	FL	32401-2640	
BAY COUNTY CUSTOM HOMES INC	8540 OF COUNTY COMMISSIONERS	PANAMA CITY	FL	32401	
BAY COUNTY SCHOOL BOARD	2522 N EAST AVE	PANAMA CITY	FL	32405	
BAY FRONT DEV CO INC	7800 PERRY RECORDS DEPARTMENT	PANAMA CITY	FL	32405-1704	
BAY HOMES OF PANAMA CITY INC	6101 HOWARD RD #101D	PANAMA CITY	FL	32404-8962	
BAY LINE RAILROAD LLC, THE	536 JENKS AVE	PANAMA CITY	FL	32401	
BAZZELL, THOMAS E	471N KEITH A HOLMES APT 1M6R	PANAMA CITY	FL	32401-2027	
BAZZELL, J SAMUEL, ETU	1405 BUREAU VISTA BLVD	PANAMA CITY	FL	32401-6096	
BEL CIVIL CONTRACTORS INC	THE TRUST	PANAMA CITY	FL	32404	
BEL CIVIL CONTRACTORS INC	6903 HWY 22	PANAMA CITY	FL	32408-0210	
BEACH, JAMES P II & TAMMY L	P O BOX 6740	PANAMA CITY	FL	32404-6046	
BEAR CREEK TIMBER LLC	9608 MALETTE TOWER RD	ATLANTA	GA	30306	
BENTON, MARION L & POLLY J	C/O FOREST INVESTMENT ASSOC LP	PANAMA CITY	FL	32401	
BERNHARDT, MICHAEL C & MARY M	305 FORESTDALE AV	PANAMA CITY	FL	32404-2411	
BERTMAN, JAMES L & JENNIE	7531 SHADOWBAY DR	PANAMA CITY	FL	32404	
BESTWAY PORTABLE BUILDINGS	9003 PERRY RD	PANAMA CITY	FL	32405-6305	
BFA ENTERPRISES INC	INC	NACOGDOCHES	TX	75603	
BHARTI, ARVINDH	P O BOX 63633	PANAMA CITY	FL	32404	
BIGBY, BULLY D	435 N TYPICAL HWY	DAFTON	FL	33630-0715	
BIGGINS, ANDREW H & BRADLEY	891 LULUAY ST	PORT ST JOE	FL	32405	
BILLOCK, LARRY T	OT 1 BOX 135-0	PANAMA CITY	FL	32404-2480	
BLAIR, MARY A	8432 HIGHWAY 22	PANAMA CITY	FL	32405-1402	
BLOCKER, SANDRA L	2918 E 10TH CT	PANAMA CITY	FL	32404-2412	
BOIS & ASSOCIATES INC	7635 SHADOWBAY DR	PANAMA CITY	FL	32404-6135	
BOTTIGL, JOHN A & CHRISTINE A	CHARLES M & JENNIFER O BOND	MEXICO BEACH	FL	32405	
BOWEN, VICTORIA SMITH	406 LA SECCADA	PLANT CITY	FL	33609-0396	
BRADY, PATRIL	C/O 3008 LAUREL MEADOW CT	PANAMA CITY	FL	32401	
BRAUN, AUDREY ETAL	1455 VANTY AVENUE	PANAMA CITY	FL	32405-7307	
BRITT, DENNIS & LORRAINE	2711 E 10TH ST	PANAMA CITY	FL	32404-5130	
BROOKS, DOUGLAS W & SHARON L	5938 PERRY RD	PANAMA CITY	FL	32404-5130	
BROOKS BAIT & TACKLE, INC	5933 PERRY RD	PANAMA CITY	FL	32404-2371	
BROOKS, MARK H	6910 E HIGHWAY 22	PANAMA CITY	FL	32404-6446	
BROOKER, DEBORAH D	6926 E HIGHWAY 22	PANAMA CITY	FL	32417-1703	
BROWN WATER REAL ESTATE	P O BOX 13703	NEW YORK	NY	10023	
BROWN, NEE F	ADVENTURELLC	YOUNGSTOWN	FL	32406-2731	
BROWN, LAUREL J	7307 CAMPFLOWERS RD	YOUNGSTOWN	FL	32406-2731	
BRYSKY, GERALD J & CATHERINE F	431 E BERTHE AVE	PANAMA CITY	FL	32404-0008	
BURNETT, STANLEY S & DEBORAH	MARY KATHRYN CESSNA	CHICAGO	IL	60625-4007	
BURTON, CLINTON HAROLD & AL	221 N COMET AVE	PANAMA CITY	FL	32404	
BURNS, STEVEN J & MALSON	PO BOX 2865	PANAMA CITY	FL	32401-0862	
	7544 SHADOWBAY DR	PANAMA CITY	FL	32404-2410	
	5402 E HIGHWAY 22				
	P O BOX 1690				
	1911 TYPICAL DR				
	SUITE 140				
	1510 E HIGHWAY 22				
	235 CALLAWAY CHASE LANE				
	PO BOX 34				
	9 O BOX 278				
	PO BOX 15389				
	413 19TH ST				
	2111 E BALDWIN RD				
	400 BELLAIR AVENUE				
	PO BOX 2078				
	PHAM LONG DUC, BACH & LAM DANG				
	202 CALLAWAY CHASE LANE				
	1451 194TH AVE				
	7429 E HWY 22				
	1534 N EAST AVE				
	415 N TYPICAL PARKWAY				
	PO BOX 936				
	844 MULBERRY AVE				
	8540 OF COUNTY COMMISSIONERS				
	2522 N EAST AVE				
	7800 PERRY RECORDS DEPARTMENT				
	6101 HOWARD RD #101D				
	536 JENKS AVE				
	471N KEITH A HOLMES APT 1M6R				
	1405 BUREAU VISTA BLVD				
	THE TRUST				
	6903 HWY 22				
	P O BOX 6740				
	9608 MALETTE TOWER RD				
	C/O FOREST INVESTMENT ASSOC LP				
	305 FORESTDALE AV				
	7531 SHADOWBAY DR				
	9003 PERRY RD				
	INC				
	P O BOX 63633				
	435 N TYPICAL HWY				
	891 LULUAY ST				
	OT 1 BOX 135-0				
	8432 HIGHWAY 22				
	2918 E 10TH CT				
	7635 SHADOWBAY DR				
	CHARLES M & JENNIFER O BOND				
	406 LA SECCADA				
	C/O 3008 LAUREL MEADOW CT				
	1455 VANTY AVENUE				
	2711 E 10TH ST				
	5938 PERRY RD				
	5933 PERRY RD				
	6910 E HIGHWAY 22				
	6926 E HIGHWAY 22				
	P O BOX 13703				
	ADVENTURELLC				
	7307 CAMPFLOWERS RD				
	431 E BERTHE AVE				
	MARY KATHRYN CESSNA				
	221 N COMET AVE				
	PO BOX 2865				
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	THE TRUST				
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	C/O FOREST INVESTMENT ASSOC LP				
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	7531 SHADOWBAY DR				
	9003 PERRY RD				
	INC				
	P O BOX 63633				
	435 N TYPICAL HWY				
	891 LULUAY ST				
	OT 1 BOX 135-0				
	8432 HIGHWAY 22				
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	7635 SHADOWBAY DR				
	CHARLES M & JENNIFER O BOND				
	406 LA SECCADA				
	C/O 3008 LAUREL MEADOW CT				
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	5933 PERRY RD				
	6910 E HIGHWAY 22				
	6926 E HIGHWAY 22				
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	ADVENTURELLC				
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	400 BELLAIR AVENUE				
	PO BOX 2078				
	PHAM LONG DUC, BACH & LAM DANG				
	202 CALLAWAY CHASE LANE				
	1451 194TH AVE				
	7429 E HWY 22				
	1534 N EAST AVE				
	415 N TYPICAL PARKWAY				
	PO BOX 936				
	844 MULBERRY AVE				
	8540 OF COUNTY COMMISSIONERS				
	2522 N EAST AVE				
	7800 PERRY RECORDS DEPARTMENT				
	6101 HOWARD RD #101D				
	536 JENKS AVE				
	471N KEITH A HOLMES APT 1M6R				
	1405 BUREAU VISTA BLVD				
	THE TRUST				
	6903 HWY 22				
	P O BOX 6740				
	9608 MALETTE TOWER RD				
	C/O FOREST INVESTMENT ASSOC LP				
	305 FORESTDALE AV				
	7531 SHADOWBAY DR				
	9003 PERRY RD				
	INC				
	P O BOX 63633				
	435 N TYPICAL HWY				
	891 LULUAY ST				
	OT 1 BOX 135-0				
	8432 HIGHWAY 22				
	2918 E 10TH CT				
	7635 SHADOWBAY DR				
	CHARLES M & JENNIFER O BOND				
	406 LA SECCADA				
	C/O 3008 LAUREL MEADOW CT				
	1455 VANTY AVENUE				
	2711 E 10TH ST				
	5938 PERRY RD				
	5933 PERRY RD				
	6910 E HIGHWAY 22				
	6926 E HIGHWAY 22				
	P O BOX 13703				
	ADVENTURELLC				
	7307 CAMPFLOWERS RD				
	431 E BERTHE AVE				
	MARY KATHRYN CESSNA				
	221 N COMET AVE				
	PO BOX 2865				
	7544 SHADOWBAY DR				
	5402 E HIGHWAY 22				
	P O BOX 1690				
	1911 TYPICAL DR				
	SUITE 140				

Bay County Mailing List

NAME	ADDRESS	CITY	STATE	ZIP	COUNTRY
BISH, JAMES E. & CONLEY'S	101 BOX 5130	MEXICO BEACH	FL	32405	
BYAD, ALBERT A.	425 N TINDALL PKWAY	PANAMA CITY	FL	32404-6135	
BYRD, ROBERT L. TRUSTEE	11741 OLD BICYCLE RD	PANAMA CITY	FL	32404-3651	
CABRERA, JONATHAN S.	1001 ALBERT W	PANAMA CITY	FL	32404	
CALLAWAY BAYVIEW LAND HOLDINGS	LLC	UNIONTOWN	OH	44885	
CALLAWAY CHASE HOA	C/O MAINTENANCE LLC	PANAMA CITY	FL	32401	
CALLAWAY CLINIC LLC	489 N TINDALL PKWY	PANAMA CITY	FL	32404	
CALLAWAY CORNERS LLC	C/O J & J PROPERTY VENTURES L.L.C.	PANAMA CITY	FL	32404	
CALLAWAY METHODIST CHURCH	322 N KATHLEEN AVE	PANAMA CITY	FL	32404-6531	
CALLAWAY, LLC	1289 EMERALD COAST PKWY	DESTIN	FL	32550 - 1	
CAPPS, DAVID H. JONSTON	803 WOOD FL	PANAMA CITY	FL	32404-6531	
CARRENTER, JINGRO ELIZABETH L	LOWMEY, HEATHER	MEXICO BEACH	FL	32410-3901	
CARRILL, JULIA B. & RICHARD M.	18 MANICOLA DR	MEXICO BEACH	FL	32405	
CARRISAGE SERVICES OF FLORIDA	3045 POST CAMP BLVD, SUITE 350	HOUSTON	TX	77059	
CATHY, WILLIAM A. & CAROL G.	TRUSTEES	MEXICO BEACH	FL	32410	
CEHAR, GEORGE COMMERCIAL PARK	OWNERS ASSOCIATION, INC.	PANAMA CITY BEACH	FL	32407-3116	
CEHAR, GEORGE COMMERCIAL PARK	2726 E 14TH ST	CEHAR GROVE	FL	32401-6022	
CEHAR, GEORGE COMMERCIAL PARK	P O BOX 1154	PANAMA CITY	FL	32403-1154	
CEHAR, GEORGE COMMERCIAL PARK	C/O THE NEWARK GROUP	BOSTON	MA	02114-9307	
CEHAR, GEORGE COMMERCIAL PARK	1002 W 22ND ST STE 400	PANAMA CITY	FL	32405	
CEHAR, GEORGE COMMERCIAL PARK	1101 LARRY LN	PANAMA CITY	FL	32405-3421	
CEHAR, GEORGE COMMERCIAL PARK	P O BOX 1084	PENSACOLA	FL	32524	
CEHAR, GEORGE COMMERCIAL PARK	EFFORT INC.	PANAMA CITY	FL	32404-6257	
CEHAR, GEORGE COMMERCIAL PARK	5300 BUFFINGTON RD	ATLANTA	GA	30349-2045	
CEHAR, GEORGE COMMERCIAL PARK	416 NORTH TINDALL PKWY	PANAMA CITY	FL	32404-6125	
CEHAR, GEORGE COMMERCIAL PARK	PO BOX 1383	MEXICO BEACH	FL	32410-3025	
CEHAR, GEORGE COMMERCIAL PARK	PO BOX 13035	MEXICO BEACH	FL	32410-3035	
CEHAR, GEORGE COMMERCIAL PARK	1834 POSTON DRIVE	PANAMA CITY	FL	32404	
CEHAR, GEORGE COMMERCIAL PARK	HC 3 BOX 5134	PORT ST JOE	FL	32469-6993	
CEHAR, GEORGE COMMERCIAL PARK	5108 CHEMIST ST	PANAMA CITY	FL	32404-6435	
CEHAR, GEORGE COMMERCIAL PARK	1601 E HWY 22	PANAMA CITY	FL	32401	
CEHAR, GEORGE COMMERCIAL PARK	ATTN: CITY CLERK-TREASURER	PANAMA CITY	FL	32402-1800	
CEHAR, GEORGE COMMERCIAL PARK	P O BOX 3712	PANAMA CITY	FL	32401	
CEHAR, GEORGE COMMERCIAL PARK	PO BOX 446	CAIRO	GA	30838	
CEHAR, GEORGE COMMERCIAL PARK	6335 E HWY 22	PANAMA CITY	FL	32404-6531	
CEHAR, GEORGE COMMERCIAL PARK	6335 E HWY 22	PANAMA CITY	FL	32404-6531	
CEHAR, GEORGE COMMERCIAL PARK	1534 USERNY AVENUE	PANAMA CITY	FL	32405	
CEHAR, GEORGE COMMERCIAL PARK	TAIRNTON, DAVID L. & ADRIAN J.	NEWARK, NJ	FL	32405	
CEHAR, GEORGE COMMERCIAL PARK	2707 E 10TH ST	PANAMA CITY	FL	32405-6353	
CEHAR, GEORGE COMMERCIAL PARK	2115 COUNTRY CLUB DRIVE	LYNN HAVEN	FL	32444	
CEHAR, GEORGE COMMERCIAL PARK	7152 HWY 71	MORGANA	FL	32446	
CEHAR, GEORGE COMMERCIAL PARK	12141 PANAMA CITY BEACH PKWY	PANAMA CITY BEACH	FL	32407	
CEHAR, GEORGE COMMERCIAL PARK	2135 E US HWY 98	PANAMA CITY	FL	32401	
CEHAR, GEORGE COMMERCIAL PARK	485 HARRISON AVE	PANAMA CITY	FL	32401-2731	
CEHAR, GEORGE COMMERCIAL PARK	3002 INTERSTATE PARK DRIVE	MONTGOMERY	AL	36109	
CEHAR, GEORGE COMMERCIAL PARK	3045 Wesley Springs Rd	Tomb	AL	36773-7645	
CEHAR, GEORGE COMMERCIAL PARK	PO BOX 6097	PANAMA CITY	FL	32401	
CEHAR, GEORGE COMMERCIAL PARK	6511 WINTERFIELD RD	PANAMA CITY	FL	32404	
CEHAR, GEORGE COMMERCIAL PARK	C/OOK, KEVINARD H JR	SANSEVILLE	FL	32501	
CEHAR, GEORGE COMMERCIAL PARK	6108 E HWY 22	PANAMA CITY	FL	32404-6495	
CEHAR, GEORGE COMMERCIAL PARK	126 SECHNICH ROAD STE 140	PANAMA CITY BEACH	FL	32407	
CEHAR, GEORGE COMMERCIAL PARK	295 RIDGECREST DR	THOMASVILLE	GA	31792-9979	
CEHAR, GEORGE COMMERCIAL PARK	2718 E 15TH CT	PANAMA CITY	FL	32405-1705	
CEHAR, GEORGE COMMERCIAL PARK	CHEEL, GREGORY S.	PANAMA CITY	FL	32405	
CEHAR, GEORGE COMMERCIAL PARK	584 BAY COUNTY ALUMNIUM	PANAMA CITY	FL	32405-6223	
CEHAR, GEORGE COMMERCIAL PARK	6816 BOAT RACER RD	PANAMA CITY	FL	32404	
CEHAR, GEORGE COMMERCIAL PARK	1127 S GAY AVE	PANAMA CITY	FL	32404-6704	
CEHAR, GEORGE COMMERCIAL PARK	7852 SHADOW BAY DRIVE	PANAMA CITY	FL	32404-6100	
CEHAR, GEORGE COMMERCIAL PARK	PO BOX 13291	MEXICO BEACH	FL	32410-3291	
CEHAR, GEORGE COMMERCIAL PARK	4717N STAR AVE	PANAMA CITY	FL	32404-6280	
CEHAR, GEORGE COMMERCIAL PARK	313 N VAMBERL AVE	PANAMA CITY	FL	32404	
CEHAR, GEORGE COMMERCIAL PARK	328 N COMET AVE	PANAMA CITY	FL	32404-6205	
CEHAR, GEORGE COMMERCIAL PARK	C/O ROBERT DANBEY	NEWARK, NJ	FL	32405-4505	
CEHAR, GEORGE COMMERCIAL PARK	2011 MADRID CT	PANAMA CITY	FL	32401-6299	
CEHAR, GEORGE COMMERCIAL PARK	P O BOX 3473	PANAMA CITY	FL	32401-3473	
CEHAR, GEORGE COMMERCIAL PARK	7632 SHADOW BAY DR	PANAMA CITY	FL	32404-3412	
CEHAR, GEORGE COMMERCIAL PARK	7598 SHADOW BAY DR	PANAMA CITY	FL	32404-3411	
CEHAR, GEORGE COMMERCIAL PARK	1813 THOMAS DRIVE	PANAMA CITY BEACH	FL	32407	
CEHAR, GEORGE COMMERCIAL PARK	FRANKS, C. DICKENS TRUSTEES	PANAMA CITY	FL	32405	
CEHAR, GEORGE COMMERCIAL PARK	4034 COL DRIVE	HAMILTON	ME	39746	
CEHAR, GEORGE COMMERCIAL PARK	TALAHASSEE	PENSACOLA	FL	32501	
CEHAR, GEORGE COMMERCIAL PARK	2031 BAY LANE RD	DONALDSONVILLE	GA	39845 - 6	
CEHAR, GEORGE COMMERCIAL PARK	413 15TH ST	MEXICO BEACH	FL	32410	
CEHAR, GEORGE COMMERCIAL PARK	P O BOX 3595	BECKENHEDGE	CO	80424	
CEHAR, GEORGE COMMERCIAL PARK	8105 HERITAGE WOODS LANE	PANAMA CITY	FL	32404	
CEHAR, GEORGE COMMERCIAL PARK	P O BOX 64	LYNN HAVEN	FL	32444	

Bay County Mailing List

NAME	ADDRESS	STORE ACCOUNTING DEPT	ONE ENVELOPE	CITY	STATE	ZIP	COUNTRY
EAST OAKLAND PORTFOLIO L.P.	N.E. 15 HIGHWAY 22			WONDSOCKET	RI	02895	
EAST SIDE CHRISTIAN CHURCH	5906 E HIGHWAY 22			PANAMA CITY	FL	32404-6416	
EMERALD COAST RYLAND CO, INC.	C/O 7522 NAVARRE PKWY STE 25			NAVARRA	FL	32566	
EMMA LAWRENCE	1610 E 150 ST			PORT ST JOE	FL	32469	
EVANS WILLIAM T	C/O JUDY F MC NEIL	P.O. BOX 2735		BATESVILLE	AR	72003-2735	
F.A.T. JOE INC	4925A PULVERA ST #914			WAHICHE	WI	85744	
FANARDO, AURELIO	7755 SW 28 ST			MIAMI	FL	33155	
FELTMAN, JAMES	JIM FELTMAN HOMES	5861 E HIGHWAY 19		PANAMA CITY	FL	32404-7222	
FELTY, DEBORAH H	1101 E 150 CT			PANAMA CITY	FL	32401-3759	
FENIMORE, LUC	3713 PRESERVE BAY BLVD			PANAMA CITY BEACH	FL	32405	
FERTAL, BRUCE R	788 RIGGS AVE			PANAMA CITY	FL	32401-1303	
FLABAST MANAGEMENT CO.	8990 E HIGHWAY 22			PANAMA CITY	FL	32404-3301	
FLAHERTY CORP	ATTN: PROPERTY TAX DEPT	175 BOX 1087		ROUSTON	TX	77210	
FLAVA VINCENT THOMAS	TAX DEPT RTF 131	P.O. BOX 14642		SANIT PRITTSBURG	FL	32710	
FLORIDA CORRECTIONAL FINANCE	2003 NADINE CT			PANAMA CITY	FL	32401-5299	
FLOYD, LILLIE P FAMILY	CONDOMINIUM	4050 BIRLA MADE WAY REPPER BLD	SUITE 88B	TALLAHASSEE	FL	32311-7000	
FOUNDAIRPORT HOLDING LLC	LIMITED PARTNERSHIP	104 CHERYL ST APT 104		PANAMA CITY	GA	32401	
FOUNDATION MANAGEMENT LLC	1058 CITATION DR SUITE 304			ALPHARETTA	GA	30004-6596	
FRANCIS, BOBBY W SR & BETTY L	2537 CAMILLE DR NE			BRIGHTON	MA	02116	
FRYMAN PROPERTIES, LLC	433 BAYVIEW DR			ATLANTA	GA	30319-5229	
GALUS, SUSHI A	14311 ALLANTON RD			PANAMA CITY BEACH	FL	32404	
GALLERIA MALL	1013 MONTANA CT			ORLANDO	FL	32803	
GALLERIA AT CALLAWAY, LLC	429 SOUTH TYNDALL PARKWAY	SUITE H		CALLAWAY	FL	32404	
GAMAG, ROGER J & Leticia	725 PIERSON DR			LYNN HAVEN	FL	32444	
GARCIA, RUBEN	1013 2ND ST			LA JOLITE	TX	77571	
GARRETT, TRAVIS E	8377 EMARTFORD DR STE 201	2728 W 21RD ST		PANAMA CITY	FL	32405	
GE CAPITAL TRANSCHEFIN CORP	304 SHIBLEY DR			SCOTTSDALE	AZ	85256	
GERHARD, MICHAEL G & LAMARVEN	215 N MAPLE AVE			PANAMA CITY	FL	32404-2235	
GILLESPIE, PAUL E	134 HIGHWAY 22SR			LEHIGH ACRES	FL	33972	
GODERT, KOREY DA	P.O. BOX 100 HWY 22SR			PANAMA CITY	FL	32404-2612	
GODERT, V YVONNE	7750 SHADOWBAY DR			PANAMA CITY	FL	32404-2405	
GOINS, ERIC L & AMANDA L	8620 HWY 22			PANAMA CITY	FL	32404-2200	
GONZALEZ, EDWIN A PRESCILLA	P.O. BOX 8701			PANAMA CITY	FL	32401-8701	
GODDWIN, RICHARD L JR	181 10MYR88			OK GROVE	LA	71053	
GOYNE, FRANKLIN EUGENE	2525 S BRENTWOOD BLVD			OST LOUIS	MO	63144	
GP MIDLAND LLC	1032 W 10TH COURT			PANAMA CITY	FL	32401	
GRANT, J W INC	54 AZALEA DR			MEXICO BEACH	FL	32410	
GRABEL, PETER C	5415 E HIGHWAY 22			PANAMA CITY	FL	32404-9540	
GREEN, CHARLES & MARY ANN	5529 HWY 22			PANAMA CITY	FL	32404	
GRIFFIN TRAFFIC SIGNS, INC	R. MATT HEW GRIFFIN	592 SHORELINE DR		PANAMA CITY	FL	32404	
GRIFFIN, J MARSHALL &	P.O. BOX 10358			PANAMA CITY	FL	32404-4355	
GRINGS, KIM T	2112 PEBBLE BEACH PLACE			PANAMA CITY	FL	32404	
GURDY, CREDORY T & GWEND	3803 E 15TH ST			PANAMA CITY	FL	32404	
GULF COAST PEST CONTROL INC	1 ENERGY PLACE			PENSACOLA	FL	32520-0000	
GULF POWER CO	3108 FRANKFORD AVE			PANAMA CITY	FL	32401	
HAAS, DAVID E	7559 SHADOWBAY DR			PANAMA CITY	FL	32404-1811	
HALL, DOUGLAS T	ATTN: RENEE RAMER	2715 GAMESFARM RD		PANAMA CITY	FL	32405-7025	
HALL, WYNELL	MICHAEL W SCODDERS	16-3 BOX 8118		PORT ST JOE	FL	32466	
HALLSTEDSON, JIM C &	P.O. BOX 13473			MEXICO BEACH	FL	32410	
HARRISON, SAMUEL L & BARBARA G	415 N TYNDALL PKWY			PANAMA CITY	FL	32404-6125	
HART & HART ENTERPRISES INC	402 LA ESTRECHADA			MEXICO BEACH	FL	32405	
HATCH, PHILLIP LANE	1423 E 15TH ST			PANAMA CITY	FL	32405	
HAUN, KIMARRIST	1463 HEMPT AV			PANAMA CITY	FL	32401	
HAVILICK, CHRISTY L	1467 HEMPT AV			PANAMA CITY	FL	32405	
HAYDEL, WYLE J	5914 MERRITT BROWN ROAD			PANAMA CITY	FL	32404	
HAYNES, ROBERT A & SUSAN J	1775 BACH BEACH ROAD			PANAMA CITY BEACH	FL	32405-7085	
HEAD, LANE BAY COUNTY, LLC	2812 N EAST AVE			PANAMA CITY	FL	32413	
HEAD, JAMES	P.O. BOX 14657			PANAMA CITY BEACH	FL	32405-1457	
HEAD, WILLIAM A & TAYE E	102 EASTLAWN DRIVE			RAMPTON	VA	23664	
HEAD, JOSHUA METUX	5114 STEWART DR			PANAMA CITY	FL	32404	
HELD, PHILIP P & ANDREA L	864 WEST PARK PLACE			PANAMA CITY BEACH	FL	32413	
HENNINGAN, WALTER N	7316 SHADOWBAY DR			PANAMA CITY	FL	32404-2410	
HERNAN, DUSAN JOHNE	551 W 20TH ST AVE			PANAMA CITY	FL	32401	
HERRINGTON, L	7532 E HIGHWAY 22			PANAMA CITY	FL	32404-2247	
HICKS, E V	124 N HAST AVE			PANAMA CITY	FL	32404-2316	
HIGH PRAISE WORSHIP CENTER	INTERNATIONAL INC			MEXICO	FL	32416	
RODGES, CRYSTAL V	408 LA BRESTA			PANAMA CITY	FL	32405	
HOLLAND, LARRY L & CAROLE A	2201 JENKINS AVE			YOUNGSTOWN	FL	32405	
HOLLADAY, DOROTHY J TRUSTEE	8524 DEER POINT DR			PANAMA CITY	FL	32401-5091	
HOUSE OF PRAYER TRUSTEES	P.O. BOX 387			PANAMA CITY	FL	32405	
HOWELL, TIMOTHY D & TAMMY G	2331 HYDE AVE			CALLAWAY	FL	32404-6105	
HUNT, JULIAN & MANDY P	781 BELLAIR AVE			PANAMA CITY	FL	32404-2410	
HUNTER, CAMERON SCOTT	7532 SHADOWBAY DR			LYNN HAVEN	FL	32444-4560	
HURST, ROBERT F	1415 WILKINSON RD						

Bay County Mailing List

NAME	ADDRESS	CITY	STATE	ZIP	COUNTRY
MITCHELL, GREGORY P & STACIE M	2915 MARINE CT	PANAMA CITY	FL	32404	
J & K PROPERTIES, LLC	1625 PAMPORCE LANE	PANAMA CITY	FL	32404	
J & K PROPERTIES, LLC	1320 N TYNDAL HWY	PANAMA CITY	FL	32404	
J & K PROPERTIES, LLC	281 NORTH STAR AVENUE	PANAMA CITY	FL	32404	
JAMES, CHAD R ETX	7520 SHADOWBAY DRIVE	PANAMA CITY	FL	32404	
JARLEED, LLC	4 BELLEVUE BLVD #107	SELEACH	FL	32404	
JEROME'S WITNESSES EAST	CONGREGATION	PANAMA CITY	FL	32404	
JERSEN, ROBERT C E	ANTHONY C. JERSEN	PANAMA CITY	FL	32404	
JOHNSON, FRANK M D	2709 EAST AVE	PANAMA CITY	FL	32404	
JOHNSON, JERRY TRUSTEE OF	LOUIE D JOHNSON FAMILY TRUST	PANAMA CITY	FL	32405-1020	
JONES, DAVID A & BETH ANN	REVOCALE LIVING TRUST	CARDO	GA	29628	
JONES, DONALD A II & ELIZABETH	5133 STEWART DR	MEXICO BEACH	FL	32456	
JUDAH, LINDA DARREY	8013 ADALTE ROAD	PANAMA CITY	FL	32404	
K & L HOLDINGS, LLC	5601 VINE CT	PANAMA CITY	FL	32404	
KALFMAN, RICHARD L ETAL	63R STIMMYCK RD	SELEACH	FL	32404	
KEEFER, JAMES W. TRUSTEE	JAMES W. KEEFER REV LIVING TRST	SELEACH	FL	32404	
KELLEY, JAMES T	2814 MAGNOLIA POINT CIRCLE	PANAMA CITY	FL	32404	
KENDRICK, WARELYN BETH	525 N TYNDAL HWY	PANAMA CITY	FL	32404	
KENSINGER, MERLE W & LUCILLE	2424 E 15TH ST	PANAMA CITY	FL	32405-1425	
KENT, RICHARD AL USA A	4892 NORTH STAR AV	PANAMA CITY	FL	32405-1005	
KENT, TERRELL WAYNE	4892 N STAR AVE	PANAMA CITY	FL	32404-1005	
KHAL, MISAL N	3968 E 260 ST	PANAMA CITY	FL	32401-6671	
KINGS BAY CONSTRUCTION LLC	2225 COCHRAN RD	PANAMA CITY BEACH	FL	32413	
KIRKSON, DAVID C	1435 DAVID AVE	PANAMA CITY	FL	32404-6305	
KIRKLAND, DANIEL M	536 SHADYCREST DR	PANAMA CITY	FL	32404-6720	
KIRBY, J L JR MRS ESTATE	375 N COMET AVENUE	PANAMA CITY	FL	32404-6746	
KISER, DAVID B	401 LA SIESTA DRIVE	MEXICO BEACH	FL	32456	
KLOPFER, PETER MRS	871 S BOX 138A	PORT ST JOE	FL	32459	
KOLARETZ, HENRY H ETAL	2436 N EAST AVE	PANAMA CITY	FL	32405-6230	
KOLARETZ, THOMAS H	219 N BAY CT	LYNN HAVEN	FL	32444	
KORREL, EMERSON	1014 NORTH TYNDAL HWY	PANAMA CITY	FL	32404-1412	
KRABACH, VEDUNO D & ANDREW P	2305 AMHERST DR	LYNN HAVEN	FL	32444	
KROGGE, CHARLES & JULIA	2461 CACTUS BLUFF PL	BIOLAND CREEK	CO	80129	
LACKEY, THOMAS A & DEBORAH A	7230 MILLSTREAM LANE	STOCK BRIDGE	GA	30081-6000	
LAMAR DEVELOPMENT	9 N L.C. PROPERTIES INC	PANAMA CITY	FL	32401	
LANDREAU, MARIE ESTATES, INC	531 W SALDWIN RD	PANAMA CITY	FL	32409	
LAND, VILFRED J JR	6450 E HIGHWAY 22	PANAMA CITY	FL	32403-2400	
LARANORE, MARK ALLEN	11109 S BEACH CREEK RD	PANAMA CITY	FL	32404	
LARANORE, ROBERT E	2016 KINGS HARBOR PD	PANAMA CITY	FL	32405-1630	
LARANORE, ROBERT L	1634 N EAST AVE	PANAMA CITY	FL	32401	
LEARY, DENNIS G	3078 S WILSON DR	PANAMA CITY	FL	32404-1738	
LEE, EDWARD HAROLD JR & ANNE M	11701 STONE ROAD	PANAMA CITY	FL	32404	
LEE, GARY W & VICTORIA L	3024 CHESTER ST	YOUNGSTOWN	FL	32406	
LEE, LE THOMAS	210 CALLAWAY CHASE LANE	PANAMA CITY	FL	32404	
LEE, MARTHA COSETTE	5025 E HIGHWAY 22	PANAMA CITY	FL	32404-6406	
LIBERTY VP PANAMA CITY, LLC	2000 LUCIAN WAY	MARTLAND	FL	32751	
LIFE & FRASER ASSEMBLY OF GOD	SUITE 410	PANAMA CITY	FL	32404-6131	
LIGHTBRY, BRETT	616 N TYNDAL HWY	PANAMA CITY	FL	32404	
LINDEN, ARTHUR E & LANNAP	8839 N STAR AVE	PORT ST JOE	FL	32459	
LINDL, ROBERT	HOOD BOX 125A	PANAMA CITY	FL	32404-2315	
LINDL, ROBERT FRANCES & YVON	7010 E HIGHWAY 22	PANAMA CITY	FL	32404-2315	
LIPSCOMB, RICHARD C	7022 E HWY 22	PANAMA CITY	FL	32404-2315	
LIVINGSTON, BENJAMIN J	P O BOX 1845	PANAMA CITY BEACH	FL	32408-6445	
LLOYD, LILLIE P FAMILY LIMITED	PO BOX 2008	LYNN HAVEN	FL	32444	
LUCAS, CHARLES W II & SUSAN	100 CHERRY ST	PANAMA CITY	FL	32401-3281	
LOFTIN, TOMMY & TONY	474 RUSK FOREST RD	MARIANNA	FL	32446-1112	
LORE WOLF OPERATION & MGMT INC	2728 E 15TH ST	PANAMA CITY	FL	32406-6304	
LOUGHE, MALLIE JEAN	2114 ST ANDREWS BLVD	PANAMA CITY	FL	32405	
LUMLEY, JIMMY L & DEBRA G	1403 FRIENDSHIP AVENUE	PANAMA CITY	FL	32401	
MACDON, CAROLYN DAWNIE	5117 STEWART DR	PANAMA CITY	FL	32404-6313	
MAGNIN, EVERETTE B	391 W CHARLIE DR	PANAMA CITY	FL	32404-7503	
MAHONEY, MICHAEL S & KELLY A	RT 3 BOX 175 HWY 36	PORT ST JOE	FL	32459	
MAQUERA FORTY FIVE, LLC	1936 W 24TH ST	PANAMA CITY	FL	32405	
MATLIN, JEFFREY L & JANET L	P O BOX 525	LYNN HAVEN	FL	32444	
MATTEL, LEO L	JEFFREY P & KAREN E APPEL	LYNN HAVEN	FL	32444-1263	
MAXWELL, DONALD C	12608 AIRWAY	PANAMA CITY	FL	32404	
MC CAFF, FRANK J	406 DIAMOND RD	SELEACH	FL	32404	
MC CONNICK, JUDITH A	2427 E HIGHWAY 22	SELEACH	FL	32404-2501	
MC CORMY, JOHNNY E & JOY H	HCB BOX 5121	PORT ST JOE	FL	32459-6994	
MC DONALD, MICHAEL CHAD	5337 WOODGATE WAY	MARIANNA	FL	32446-1181	
MC GIBBE, GAIL B	136 ELLI DR	SELEACH	FL	32404-2501	
MC HATHAN, WALTER L & TERESA	1420 VIEUX CARRE DRIVE	TALLAHASSEE	FL	32309-7732	
MC LURE, JANE S	2333 HARBOR LANE	GRAND RENDE	FL	32442	
MC NEAL, ROBERT E & CYNTHIA E	8075 E TOWING OVERLOOK	DULUTH	GA	30097	
MC NEEL, CHARLES E & TATE	700 J J DR	PANAMA CITY	FL	32404-6360	
MC QUIGUE, W DUNCAN ETAL	8304 HWY 22	PANAMA CITY	FL	32404-3359	
	PO BOX 767	PANAMA CITY	FL	32402-0767	

Bay County Mailing List

NAME	ADDRESS	CITY	STATE	ZIP	COUNTRY
MCCLELLY, WEE G. ETAL	1116 WEST BEACH DRIVE	PANAMA CITY	FL	32401	
MCGANIEL, JOHN M. ETAL	496 FLINT RIVER HEIGHTS	BAKERBRIDGE	GA	30817	
MESSER, DON A.	1934 EAST AVE N	PANAMA CITY	FL	32405-6271	
MESSER, DANIEL ROBERT	7651 SHADOWWAY DR	PANAMA CITY	FL	32404	
MOGENSEN, ASHLEY J. GRIFFIN	135 BERNARD H ROAD STE 140	PANAMA CITY BCH	FL	32407	
MORGAN, TERENCE J & CHONGA	7620 SHADOWWAY DR	PANAMA CITY	FL	32404-2472	
MOULDER, & SONS NOBLE HOMES I	3425 E 15TH STREET	PANAMA CITY	FL	32405	
MULDON, JAMES D & BARBARA F	PO BOX 1389	MEXICO BEACH	FL	32410-3499	
MULLINOAD, BOYD J	2241 MERRIMAC PT NE	WHITE PETERSBURG	FL	32070-3441	
MULLINS, CLAUDE A.	7473 PINE LAKE LN	CHARLOTTE	NC	28227-4234	
MULLINS, EARL O.	1951 PRINCIPLE WAY	CANBURY	CT	06811	
MULLINE, TOLLIE R	PO BOX 13895	MEXICO BEACH	FL	32410-3365	
MURPHY, OLIVER INC	200 PEACH ST	EL DORADO	AR	71730	
MYERS, CHARLES D.	1435 ALLEGHENY AVE	PANAMA CITY	FL	32404-6001	
NO DEVELOPMENT LTD	301 COMMERCE SUITE 3101	FORT WORTH	TX	76102	
NAU, EDWARD & GORDON INC	6327 HWY 32	PANAMA CITY	FL	32404-6421	
NOBLE TO HOMES					
NGUYEN, ALISA H	1626 EAST AVENUE	PANAMA CITY	FL	32405	
NGUYEN, CHAU H	1005 ROB LITTLE RD	PANAMA CITY	FL	32404	
NGUYEN, DAN V & PHUNG F	808 FORESTDALE AVE	PANAMA CITY	FL	32401-6173	
NGUYEN, LIN V & KATHY S HUYN	1435 ROSENWOOD AVE	PANAMA CITY	FL	32404-0816	
NICHOLS, FRANCES E	4712 EAST BAY DR	PANAMA CITY	FL	32404-2981	
NICHOLS, RUSSELL A	8320 E HIGHWAY 22	PANAMA CITY	FL	32409-5489	
NOONE, CARL R & UNDA P	P O BOX 210096	NASHVILLE	TN	37221-0396	
NOLAN, TERENCE ALBERT	HC36126	PORT ST JOE	FL	32466-9594	
NOLES PROPERTIES LLC	11675 HONEY CREEK RD	THORNHILL	OH	43079	
NORMAN, BRIAN D & RENELOPER	7564 SHADOWWAY DR	PANAMA CITY	FL	32404-2410	
NORTHWEST CONSTRUCTION OF	PANAMA CITY INC	PANAMA CITY BEACH	FL	32409-5512	
OH, BYUNG HUI ETAL	518 OLD MITTLENE CT	MONT GOMERY	AL	36117	
OLIVE, LYNN	3405 DOUGLAS RD, APT G	PANAMA CITY	FL	32405	
OLSON, MEL & TERRY L	P O BOX 1389	MEXICO BEACH	FL	32410	
ONEL, JENNIFER	7337 GANNON BAYOU RD S	PANAMA CITY	FL	32409	
ORLANDO, MATTHEW	4468 BTH AVE CIRCLE EAST	PAGEGR	AL	36219	
OTAKO, DAVID E & B	WILLIAM H SADDY JR	PANAMA CITY	FL	32404	
P & B CALLAWAY LLC	4217 STONE RIVER RD	BIRMINGHAM	AL	35213	
PANAMA CITY PORT AUTHORITY	P O BOX 15995	PANAMA CITY	FL	32406-6995	
PANHANDLE COMMERCIAL	PROPERTIES LLC	PANAMA CITY	FL	32401	
PANHANDLE TIMBER AND HOLDINGS	P O BOX 24	PANAMA CITY	FL	32402	
PARKWAY BAPTIST CHURCH	3323 E 15TH ST	PANAMA CITY	FL	32405-7414	
PARKWAY TIRE & SERVICE INC	4128 TYNDALL PKWY	PANAMA CITY	FL	32404-6125	
PARTLOW, DONALD W JR	PO BOX 8485	PANAMA CITY	FL	32404	
PATEL, PRADIP ETAL	5711 E HWY 98	PANAMA CITY	FL	32404	
PATEL, SULA	3277 FRONT BEACH BO	PANAMA CITY	FL	32407	
PELT, W GENE	PO BOX 446	MARIANNA	FL	32447	
PERKINSON, GLORIA B & JAMES H	PURRY, BARNEY L	PANAMA CITY	FL	32404-6124	
PENSCO TRUST CO, CUSTODIAN	7848 PETERSON POINT RD	MILTON	FL	32581	
PEPPER, JAMES R & JOHN NIEL	4210 E HIGHWAY 22	PANAMA CITY	FL	32404-7489	
PERKINS, OLIN & DIN E	1811 MARBLE AVE	LYNN HAVEN	FL	32447	
PETTY, DANAS & JACQUELINE J	238 AVEL BL	PANAMA CITY	FL	32404-8861	
PHILLIPS, ARTHUR HAE	1031 MOUNTAIN AVE	PORT SAINT JOE	FL	32466-2101	
PHILLIPS, JOHN W	538 N TYNDALL PKWY	PANAMA CITY	FL	32404-6120	
PHILLIPS, WESLEY & MICHELLE	7025 CARMEL PARK DR	ORLANDO	FL	32817-2762	
PRICE, DAVID RICHARD	2915 FAUCON OFF	PANAMA CITY	FL	32404	
RICE, ALLEN	2760 PIONEER BTH ST	VALERIOSTON	FL	32460	
RITTS, BETTY J	135 CHESTNUT WAY	PANAMA CITY	FL	32404	
RITTS, DOUGLAS C & BETTY J	3113 GAME FARM RD	PANAMA CITY	FL	32406-7032	
ROAT, DOUGLAS WINDSOR & TARA	399 HWY 229	PANAMA CITY	FL	32404	
ROLLAND, VALERIE H	8895 FORESTHILL DRIVE	PANAMA CITY	FL	32409-6180	
ROTESTANT EPISCOPAL CHURCH	DIOCESE OF CENTRAL FLA F	PENSACOLA	FL	32551-3331	
RUHAM, JULIAN W & S - SM	7704 SHADOWWAY DR	PANAMA CITY	FL	32404-3405	
RUSCHER, ROBERT H JR & CAROLYN	266 SPRINGSHILL RD RT 7	HUNTSVILLE	AL	35899	
RURCHER, RICHARD L CAROL	3340 E HIGHWAY 22	PANAMA CITY	FL	32404-2467	
PYBUS, JERRY M TRUSTEE	1327 N TYNDALL PKWY	PANAMA CITY	FL	32404-2303	
PYBUS, O CARO	P O BOX 6039	PANAMA CITY	FL	32404	
QUINNAN, LINDA A ETAL	5660 E HIGHWAY 22	PANAMA CITY	FL	32404-5522	
R & L CATERING LLC	6 HWY NASHGOLLEST	MEXICO BEACH	FL	32466	
RAMER, JAMES B	5624 JOHN RITTS RD	PANAMA CITY	FL	32404	
RAMPERSAD, JEAN	2715 GAME FARM RD	PANAMA CITY	FL	32405-7025	
RASCH, RANDALL R & DEBORAH K	P O BOX 6272	PANAMA CITY	FL	32404	
RAZA, MOHAMMED K & SARWAR J	1420 RIDGEWOOD AV	PANAMA CITY	FL	32404	
REDF, 181 TRIDALL CALLAWAY FL	3520 E 15TH ST	PANAMA CITY	FL	32404-6001	
REDDING, MARJORIE M ETAL	508 REWAL ST	FORT WORTH	TX	76102	
REED, JOHN C & BETSY R	PO BOX 2467	PANAMA CITY	FL	32402-2467	
REEVES, ROBERT L JR	1403 16TH AVE	COLUMBUS	GA	31901-1726	
REEDS BANK	267 N CHARLIE DR	PANAMA CITY	FL	32404	
	290 RIVERCHASE PARKWAY	BIRMINGHAM	AL	35244	

Bay County Mailing List

NAME	ADDRESS	CITY	STATE	ZIP	COUNTRY
REINHART ENTERPRISES, INC.	541 NORTH TINDALL PARKWAY	PANAMA CITY	FL	32404-182	
RIEL, RICHARD T & TAMARA J	201 HUGH THOMAS DR	PANAMA CITY	FL	32404	
ROBERSON INVESTMENTS LLC ETAL	P O BOX 467	PORT ST JOE	FL	32407	
ROBERSON INVESTMENTS LLC ETAL	176 TOSAZURE DR	PORT ST JOE	FL	32409	
ROBERTSON, JEAN S	8100 HIGHWAY 22	PANAMA CITY	FL	32404-9517	
ROPER CLEMENS QUALITY AUTO	SALES INC	PANAMA CITY	FL	32405-8383	
ROSCOE, SAMANTHA J	6963 HARBOR BLVD	PANAMA CITY	FL	32407-5999	
ROSENBLUTH, MARK R	17157 W IMPERIAL HWY 4885	TAMPA	FL	33636-1732	
ROWE, JAMES H	2671 VINEHILL DR	COTTONDALE	FL	32619-1515	
RUSS, FLETA ESTATE	C/O JACK & ANN RUSS	PANAMA CITY	FL	32405-6917	
SALLY CARPASH INC	4301 COUNTY HWY 232	PANAMA CITY	FL	32404	
SALMAN FAMILY TRUST	280 SIKKOSM DR	PANAMA CITY	FL	32404-1369	
SALLS, CARL L & BETTY J	7545 SPANGLER WAY DR	PANAMA CITY	FL	32408-2410	
SCHER, SANDOR I S	LATROL, SANDOR C	MIAMI	FL	33129	
SCHMITZER, ALICE	835 BRENTVIEW DR	PITTSBURGH	PA	15136	
SCHWEDER, DAVID G & LATHLEEN	7539 SHADOWBAY DR	PANAMA CITY	FL	32404-1411	
SCHREINER, GEORGE C & EILEEN M	HC 3 BOX 6330	MEHICO BEACH	FL	32456-8994	
SCOTT, JAMES KAY ETAL	2019 EAST AVE	PANAMA CITY	FL	32404-6612	
SEASIDE REAL PROPERTIES	181 LONGLEAF DRIVE	LEESBURG	GA	31763	
SEIGERS, ALLEN C & BEVERLY G	5130 N STAR AVE	PANAMA CITY	FL	32404-6106	
SELLARS, VIVIAN L & CORINE	1716 N EAST AVE	PANAMA CITY	FL	32402-6210	
SEYMOUR, CHARLES	177 EVERVIEW DR	BAKERIDGE	GA	39817	
SHELIAR, ROBERT C	332 SIKKOSM DR	PANAMA CITY	FL	32404	
SHELTON, THOMAS B	1020 LOWRY STREET NW	DELRAY BEACH	FL	33483	
SHORES, CHALE &	5416 HARVEY ST	NOLANSVILLE	TN	37135-0182	
SHORES, LILAE & CAROL SANDERS	EVANSVILLE STEPHENS	NOLANSVILLE	TN	37135-0182	
SIBREE PANAMA BR, INC	435 N TINDALL HWY	PANAMA CITY	FL	32404-6125	
SISMAN, ARTHUR & KIMBERLY A	P O BOX 1427	MEXICO BEACH	FL	32410	
SIXES PROPERTIES, LLC	206 HOLDS AVENUE	PANAMA CITY	FL	32401	
SIXES PROPERTIES INC	5416 HARVEY ST	PANAMA CITY	FL	32404	
SKIMMING, JONAH P ETAL	2701 HAMILTON ROAD	SOUTHBRIDGE	FL	32609	
SINGLETON, EMMETT F ETAL	431 BELLAIR AVE	PANAMA CITY	FL	32404-6108	
SLOAN, TADOTHY A & MARGIE W	5114 ED LEE ROAD	PANAMA CITY	FL	32404	
SMITH, GEORGE H & MAUREEN M	8005 HIGHWAY 22	PANAMA CITY	FL	32404-2903	
SMITH, JAMES W	PO BOX 6130	PANAMA CITY	FL	32404-6124	
SMITH, JAMES L	7235 F MALE HAKA STREET	PANAMA CITY	FL	32414	
SMITH, ROBERT D & SHEILA D	8335 N STAR AVE	PANAMA CITY	FL	32404-9521	
SMITH, RUELLE L	5028 HIGHWAY 22	PANAMA CITY	FL	32404	
SNIDER, JEFFREY S	61905TH ST SOUTH	ARLINGTON	VA	22203-2520	
SOBELSHEN, JOHN F & ANTONIA	1026 SOTOVALLO RD	ARLINGTON	VA	22203-1042	
300 FARM TWO, THROD S L L ETAL	1170 PEACH TREE STREET	ATLANTA	GA	30309-1994	
SOUTHERN BELL TEL & TEL CO	C/O BELL SOUTH CORP	ATLANTA	GA	30309-7620	
SOUTHWEST FOREST IND	ST JOE	PANAMA CITY	FL	32401-6500	
SOVELL, JOSEPH W	PO BOX 1986	PANAMA CITY	FL	32402-1986	
SPENCER, TRACY E	5981 E HWY 90	PANAMA CITY	FL	32404	
Empire Property Management	Springdale Apt 7313	Monrovia	IL	07646-1910	
ST JOSEPH LAND & DEV CO	C/O DEWECE & HUTCHISON	WATERLOO, ON	FL	32413	
STALLWORTH, THOMAS S & GRENDA	PO BOX 1302	MEXICO BEACH	FL	32410	
STARLING OIL CO	PO BOX 231	PANAMA CITY	FL	32402-0231	
STATE OF FLORIDA	MEXICO BEACH EXEMPT PROP	TALLAHASSEE	FL	32319-6675	
STATE OF FLORIDA DOT	PO BOX 607	CHIEFLY	FL	32426-6007	
STEVEN M BUCKALEW	P O BOX 27803	PANAMA CITY	FL	32411	
STEVENSON, JENNIFER	301 SOUTH COVINGTON	PANAMA CITY	FL	32401	
STEWART, JACK O JR & HAREN L	CO-TRUSTEES	PANAMA CITY	FL	32401	
STITCHER, SARA FRANCES	6403 E HIGHWAY 22	PANAMA CITY	FL	32404-9521	
STOLTEBERG, LARRY E	MARY E STOLTEBERG	DURHAM	NC	27707-4021	
STONE, CHARLES JEROME	324 W COMET AVE	PANAMA CITY	FL	32404	
STONE, BONNIE E & MARJEW	1325 EYEPHOSD AVE	PANAMA CITY	FL	32404-6402	
STORAGE CITY INC	6528 HIGHWAY 22	PANAMA CITY	FL	32404-6405	
STRAIGHTWAY CHRISTIAN	MINISTRIES, INC	PANAMA CITY	FL	32404	
STRANGE, CARL L ETAL	2711 RUTGERS DR	PANAMA CITY	FL	32408-2906	
STREETER, RICHARD E	1115 SOUTH STRAIVE	HOLLYWOOD	FL	33023	
STRICKLAND, TANYA J & LARRY	6723 E HWY 22	PANAMA CITY	FL	32404-2480	
STUBBS, MARY PAI	HC 3 BOX 122	PORT SAINT JOE	FL	32458-9577	
SUGGS, MARTHA L ETAL	1530 N EAST AVE	PANAMA CITY	FL	32405-5319	
SWART, DAVID S	2709 HYDE AVE	PANAMA CITY	FL	32405	
SWIFT, RAYMOND L TRUSTEE	311 MAGNOLIA AVE	PANAMA CITY	FL	32401	
SYLVE, RONALD C	4759 N STAR AVE	PANAMA CITY	FL	32404-9203	
TATE OIL CO INC	PO BOX 38	CRESTVIEW	FL	32636-0038	
TAUNTON, DAVID L	PO BOX 182	NEWARK, NJ	FL	32465-0182	
TAYLOR, TERRY LYNN	624 DRIFTWOOD DR	LYNN HAVEN	FL	32444	
THE FINNEY INC	1091 COQUAS DR	SAVING	NC	27130	
THOMAS, POWELL A	7759 BETT L LOUISE DR	PANAMA CITY	FL	32404	
THOMAS, WILLIE MAE	800 SHIMLEY DR	PANAMA CITY	FL	32404-2235	
THUMMI, WILLIAM L	8443 E HIGHWAY 22	PANAMA CITY	FL	32404-2011	
TWO OF PANAMA CITY BEACH, LTD	11208 HUTCHISON BLVD	PANAMA CITY BEACH	FL	32407	

Bay County Mailing List

NAME	ADDRESS	CITY	STATE	ZIP	COUNTRY
TOLBERT, LOUIS B & AVRIL H	201 SHIPLEY DR	PANAMA CITY	FL	32404-2236	
TORCHIA, LEONARD A & GERALDINE	208 PLEASANT AV	HAMBURG	NY	14075	
TORRES, VENUS Y	316 SUNDISH DR	PANAMA CITY	FL	32404	
TRAVANZOS, GORDON R	7555 SHADOW BAY DR	PANAMA CITY	FL	32404-2411	
TRAVERS, JOHN	8730 THOMAS DR UNIT 212	PANAMA CITY BEACH	FL	32400	
TRAWA, JOSEPH T TRUSTEES	8031 HAVEN ST	PANAMA CITY	FL	32404-1505	
TRAWICK, LUKE N	131 BAYVIEW SPORT LN	PORT ST JOE	FL	32456	
TREATHAN, RICKY J	1327 S KIMBERLEY AVE	PANAMA CITY	FL	32404-6509	
TRELAND, CARA E REGISTER	140 W HAGERUP DR	LAKE CHARLES	LA	70607	
TRIANGLE ASPHALT, INC.	5437 N STADI AVE	PANAMA CITY	FL	32404-6985	
TRIVE CUT BUILDERS, INC.	P.O. BOX 35217	PANAMA CITY	FL	32412	
TRIZZOAR, JAMES C & ROWENA A	1001 RADCLIFF AVE	LYNN HAVEN	FL	32444-3131	
TUCKER, STEPHEN L LORRIE	7708 SHADOW BAY DR	PANAMA CITY	FL	32404-2485	
TYNDALE, WING ZI CALLAWAY, LLC	8 WILKINSON CT TAX DEPT	DEERFIELD	IL	60015	
TYNDALE PARKWAY APARTMENTS LLC	9419 E SAN SALVADOR #106	SCOTTSDALE	AZ	85261	
UNITED STATES AIR FORCE	DEPARTMENT OF DEFENSE	PANAMA CITY	FL	32404	
URBANA INC	3912 BENEVO ST	PANAMA CITY BEACH	FL	32406	
VOT, MATTHEW J	206 MICHELLE DR	PANAMA CITY	FL	32404	
VICK, EARLE E TRUSTEE	AMT G DR (ON) MGMT TRUST	RODWELL	GA	30075	
VITTILOS TA DO INC	PO BOX 1080	PANAMA CITY	FL	32402	
WATKINS HOUSE, INC.	PO BOX 1485	PANAMA CITY	FL	32404	
WALLACE, ANDREW T & CARLA M	2275 HELMS RD	NORCROSS	GA	30091-5480	
WAL MART STORES, INC #1027	PROPERTY 11A# 10253	DOTHAN	AL	36301-7799	
WARD, JERRY DON & CAMILLA	1432 ALLEGHENY AVE	BENTONVILLE	AR	72712-6550	
WASTE MANAGEMENT INC	P.O BOX 1450	PANAMA CITY	FL	32404-6801	
WATER SPROUT INC	5985 E HIGHWAY 22	CHICAGO	IL	60680-1459	
WATLEY, SHARON WATERS	7540 SHADOW BAY DR	PANAMA CITY	FL	32404-2411	
WATY, JASPER A JR	3616 E 15TH ST	PANAMA CITY	FL	32404-6881	
WATWOOD INVESTMENTS L.L.C.	P.O BOX 1307	DOTHAN	AL	36302-1307	
WEDDLE, JAMES C	7112 SHADOW BAY DRIVE	PANAMA CITY	FL	32404	
WELLS, WILLIAM	7816 SHADOW BAY DR	PANAMA CITY	FL	32404-2412	
WEST, FRED E	C/O 2398 PLEASANT GROVE ROAD	HENDERSONVILLE	NC	20739	
WEST, ROBERT L	2392 PELICAN BAY CT	PANAMA CITY	FL	32400	
WHISPERING PINES APARTMENTS	LLC	PANAMA CITY	FL	32404	
WHITEHEAD, CLARENCE	WHITENHEAD, CLARENCE	MIAMI BEACH	FL	33141	
WHITTON, FREDERICK E & MARTHA	2718 DOUGLASS RD	PANAMA CITY	FL	32404	
WILLIAMS, JAMES R &	JENNIFER MARISA WILLIAMS	PANAMA CITY	FL	32404-2408	
WILLIAMS, JAMES R & CARLA SHE	7534 PITTSBURGH ST	PANAMA CITY	FL	32404-2409	
WILLIAMS, RONALD L	7540 SHADOW BAY DR	PANAMA CITY	FL	32404-2410	
WILLIAMS, THAD E & ANDREA	PO BOX 1398	MEXICO BEACH	FL	32410	
WILSON, DAVID L	P.O BOX 592	LYNN HAVEN	FL	32444	
WINE, DAVID W & DEBORAH A	1892 MACLAND WOODS DRIVE	POWDER SPRINGS	GA	30127-5404	
WOODSHAW FAMILY INVESTMENTS, LT	3671 HWY 9	GRANDVILLE	FL	32445-1501	
WRIGHT, EDDIE B & MARGARET A	1725 E GULF BEACH DR	ST GEORGE ISLAND	FL	32336	
WYATT, DENISE, JR & ELLEN P	PO BOX 1195	LYTHA SPRINGS	GA	30122	
YARBROUGH, VICKI L	1301 PATALE DRIVE	TALLAHASSEE	FL	32317-6699	
YARN, JAMES J	6725 ESTH CT	PANAMA CITY	FL	32404-6509	
YOUNG, DENNIS L & LAUREN	1500 BRADLEY PARK DR	COLUMBUS	GA	31904	
YOUNG, RICHARD D	7540 SHADOW BAY DR	PANAMA CITY	FL	32404-2412	
ZOLTSCHUH, J.C.	5643 HWY 220?	PANAMA CITY	FL	32404	

Gulf County Mailing List

NAME	ADDRESS	CITY	STATE	ZIPCODE	COUNTRY
ADAMS KATHY F	PO BOX 15297	MEXICO BEACH	FL	32410	
ADAMS HORACE D & GLENDA W JR	111 EAGLE ST	PORT ST JOE	FL	32455	
ADAMS JOSEPH P & JANICE L	181 WASHINGTON CT	THOMASVILLE	GA	31782	
ADAMS THOMAS E & BETTY	181 LOVE LANE	VENAHTCHKA	FL	32455	
ADDISON ANTHONY L & KAREN L	2035 FARMVIEW RD	SHELBY	NC	28150	
ADKINSON MARY M	PO BOX 15298	MEXICO BEACH	FL	32410	
ALDAY HILDA A & CAREY	8 BEPPY STREET	GULF BREEZE	FL	32581	
ALEXANDER MARLE	TRUSTEES	TALLAHASSEE	FL	32303	
ALLAN CHARLES D TRUSTEE	360 ONEAL RD	TALBOTTON	GA	31627	
ALLYN WILLIAM P & MARY E	509 BLUMERS COVE RD	PANAMA CITY	FL	32401	
AREX DEVELOPMENT LLC	480 WILSON DR	PORT ST JOE	FL	32455	
ARONETA CARLOS	PO BOX 601	PORT ST JOE	FL	32457	
ARMS CEANA M	PO BOX 13171	MEXICO BEACH	FL	32410	
ARMSTRONG RICHARD J & DEBORAH	PO BOX 12993	MEXICO BEACH	FL	32410	
ARNOLD JEAN	BOX 13085	MEXICO BEACH	FL	32410	
ARNOLD JOHN F	3200 W HWY 98	PORT ST JOE	FL	32455	
ARNOLD RICHARD P & SHEILA P	9316 W HWY 98	PORT ST JOE	FL	32455	
ARRINGTON ALEXANDRA & RICHARD	PO BOX 15294	OCALA	FL	326751594	
ASHMORE ANDREA L ET AL	4909 GLENHURST DRIVE NORTH	JACKSONVILLE	FL	32224	
ATERS JOHN D JR	215NM KOVE	PORT ST JOE	FL	32455	
BAILEY JAMES & MARTHA	3411 CR 388	PORT ST JOE	FL	32455	
BAILEY ROBIN ET AL	3730 HWY 388	PORT ST JOE	FL	32455	
BALANCED TIMBERLAND FUND	1266 ATTAPULGAS WHIGHAM RD	WASHAM	GA	30887	
BARBER ARCHE H	1901 LONG AVE	ATLANTA	GA	30303	
BARBOUR DAPHNE & JASON F	1450 PLEASANT REST CEMETARY RD	PORT ST JOE	FL	32455	
BARFIELD RICHARD O	RNVI TIMBERLAND GROUP	VENAHTCHKA	FL	32455	
BARNES JAMES T ET AL	249 BASSWOOD ROAD	PORT ST JOE	FL	32455	
BARNHILL GLEN E	341 N MAITLAND AVE	MAITLAND	FL	327514749	
BAUMGARTNER CARY R & KATHRYN J	135 ST ANNES RD	KOCHICAVAGE	SR LARWA	11540	SR LARWA
BAULEY ROBERT J & LYNN W	4248 N BRYAN ST	GREENWOOD	FL	32443	
BAYWASH OF PORT ST JOE	PO BOX 521	PORT ST JOE	FL	32457	
BECHAM KETH G & SAUCE A	3655 FOMLER RIDGE	DOUGLASVILLE	GA	30135	
BELCHER CAROLYN	3210 VAN ALSTYNE ST	VY ANDCITTE	MI	481325800	
BELLESBACH JAMES P & JAYNE K	6874 HWY 88	PORT ST JOE	FL	32455	
BENJAMIN AURORA ACQUILARI TRUSTEE	RT6 10 BOX 120 C	PORT ST JOE	FL	32455	
BIZIK RONALD G	437 PALMETTO DR	PORT ST JOE	FL	324550544	
BIZIK RONALD G ET UN	437 PALMETTO DR	PORT ST JOE	FL	324550544	
BLACKMON STEVE A & NEVA G	661 W LUKES ST	PORT ST JOE	FL	32455	
BLACKSTON MICHAEL D	414 E CHURCH STREET	ELBERTON	GA	30635	
BLANDWELL DORIS	122 KALIF REGE LANE	EDWARDS	SC	29649	
BLOSSINGOME MONTFORT W &	SHARLEY	VENAHTCHKA	FL	32455	
BLOODWORTH GEORGE & BEVERLY	PO BOX 227	DONALDSVILLE	GA	31140	
BORCHERS CHARLES HAYWOOD SR	395 7TH STREET	VENAHTCHKA	FL	32455	
BOUCHER DOUGLAS L	175 BROCKWELL LN	PORT ST JOE	FL	32455	
BOMERS J A II	3033 PALMER RD	MEIGS	GA	318050551	
BOMERS RICHARD D & DOR VICHIE	224 PLEASANTREST RD	VENAHTCHKA	FL	32455	
BRADLEY DENNIS K & MENDY D	447 SELMA ST	PORT ST JOE	FL	32455	
BRAUCH A G	3407 BROOKSIDE	DOTHAN	AL	36033	
BRAUCH CHARLES W	3515 COUNTY ROAD 388	PORT ST JOE	FL	32455	
BRANSON HAROLD E & DONHEALIA J	289 Chapel Lane	Ovenden	FL	32455	
BREMAN JEFFREY F & MELANIE	PO BOX 695	VENAHTCHKA	FL	32455	
BROOKER WILLIAM S &	JACQUELINE H	PORT ST JOE	FL	32455	
BROOKER WILLIAM E JR	289 FOREST ST	PORT ST JOE	FL	32455	
BROOK CHARLIE MACH &	JOHN R EDWARDS	BAKERBROGE	GA	31817	
BROOK CLARENCE EVAM	4018 ADA ROAD	SHANBROGE	GA	31817	
BROOK THOMAS ALLEN	350 BASSWOOD RD	PORT ST JOE	FL	32455	
BROWN FALLO L	127 BASSWOOD RD	PORT ST JOE	FL	32455	
BROWN ROBERT W SR & LINDA D	3208 N EAST AVE	PANAMA CITY	FL	32405	
BROWNELL JANICE RAY	PO BOX 13024	MEXICO BEACH	FL	32410	
BROWNFIELD ROUSSELL &	PO BOX 19038	MEXICO BEACH	FL	32410	
BROWNLEE STEVEN M	PO BOX 19038	ACWORTH	GA	30101	
BURDICK JESSE L & BETTY J	9441 OLIVE AVE	FLORISSY BRANCH	GA	30642	
BURNETT TROY & ANNA I	3024 HICKORY ST	PANAMA CITY BEACH	FL	32411	
BURROWS SARILL JR	414 PALMETTO DR	PORT ST JOE	FL	32455	
BURROWS EARL L SR	PO BOX 472	PORT ST JOE	FL	32457	
BUSKENS EDWARD F & MARY LEE	PO BOX 13383	MEXICO BEACH	FL	32410	

Gulf County Mailing List

NAME	ADDRESS	CITY	STATE	ZIPCODE	COUNTRY
BUSCHS FREDERICK E & ROSE M	PO BOX 13035	MEXICO BEACH	FL	32410	
BURN JELIANNE D	307 PALMETTO DR	PORT ST JOE	FL	32459	
CAPC CARREL JOHN	PO BOX 599	CROSS CITY	FL	32028	
CARLSTER GARY E ET UX	101 MINOSIA AVE	PORT ST JOE	FL	32459	
CARLTON HURT L	109 FORK DR	NEWAHTCHUA	FL	32459	
CARPENTER LINDA F	18107 BANDERA HIGHWAY	HELOTES	TX	78023	
CARR RICHARD H	875 N CANAL DR	PORT ST JOE	FL	32457	
CARR W H JR & GEORGE W LOUREN	PO BOX 218	PORT ST JOE	FL	32457	
CARR WILLIAM H JR &	CAROLYN C PHINLEY	PORT ST JOE	FL	32457	
CASANEDA MANUEL	280 N CANAL DRIVE	PORT ST JOE	FL	32456	
CATHEY WILLIAM ALLAN L	CAROL GCFY TRUSTEES	MEXICO BEACH	FL	32410	
CAMEN PHILIP H & ELIZABETH H	8305 CONSTANCE AVENUE	BARTLETT	TX	38124	
CASPIN WILLIAM M JR & SANDRA D	107 SUNSET CIR	PORT ST JOE	FL	32456	
CHLOS GALLY A	PO BOX 13470	MEXICO BEACH	FL	32410	
CHRISTIE JIMMIE A	7208 CHIPPEWA ST	PANAMA CITY	FL	324040118	
CHURCH CHURCH OF CHRIST AT	THE BEACHES INC	MEXICO BEACH	FL	32410	
CHURCH OVERSTREET BISLE	CHURCH INC GENERAL DELIVERY	PORT ST JOE	FL	324590969	
ONALD DANIEL A & ELEANOR A	7087 HUGH DR	PANAMA CITY	FL	324047616	
CLANTON R CURRIELL ANN NAUCY	9412 OLIVE AVE	PORT ST JOE	FL	32459	
CLARK STEVE	1025 E 400 ST	LEBANON	IN	46082	
CLEDLEY CHARLES P &	867TY IF	NEWAHTCHUA	FL	32459	
COLEMAN DANIEL & MARGARET	WEATHERLY	PAUL BISH GARDENS	FL	33410	
COLLINS KENNETH T & KAREN C	3239 ARGONAUT LANE	PORT ST JOE	FL	32459	
CONLEY TRUDY SUSAN	9412 AUGER AVE	PORT ST JOE	FL	32456	
CONWAY JAMES D JR & BARBARA	273 CONWAY DR	PORT ST JOE	FL	32459	
COOK A H MRS	C/O W L PATRICK	DUNWOODY	GA	30338	
COOK WHE MAE	C/O DANIEL C COLEMAN	PALM BEACH GARDENS	FL	33410	
CORSLAND CHARLIE E	6444 US 18 SOUTH	THOMASVILLE	GA	31757	
COSTIN MARGARET N &	TEU INVESTMENTS ET AL	PORT ST JOE	FL	324570089	
COSTIN SHERRY LYNN	924 AUGER AVE	PORT ST JOE	FL	32456	
COVELL PETER & LEE H	127 CRESTWOOD LANE	LARGO	FL	33770	
COX ROBERT & CAROL	202 COPRAL DR	PORT ST JOE	FL	32459	
CREECHES PARTNERS LLC	8945 OLD ABBEY DR	TALLAHASSEE	FL	32312	
CREST ENTERPRISES & GENERAL	CONTRACTORS INC	MEXICO BEACH	FL	32410	
CROOK STEWART II ET AL	4705 8TH ST	PARKER	FL	32404	
CULBERTSON RICHARD B & INGE J	212 COUNTRY ROAD 388	PORT ST JOE	FL	32456	
CUNNINGHAM LUNOR F	8961 CR 286	NEWAHTCHUA	FL	32459	
DAISHERTY PHILLIP E & TABETHA	412 DELBORG ST	DAVIDSON	NC	28036	
DAVIDPORT BETTY L	101 NAUTILUS DRIVE	PORT ST JOE	FL	32459	
DAVIS CHARLES A & STEPHANIE	2380 HWY C30	PORT ST JOE	FL	32456	
DAVIS JOHN TROY	178 EAGLE ST	PORT ST JOE	FL	32459	
DAVIS MARVIN G	915 BRACKLEFF DR	FAIRHOPE	AL	366333380	
DAVIS RICHARD GLENN & DEBRA L	898 S LONG ST	PORT ST JOE	FL	32459	
DAVIS RICHARD R	125 PALMETTO	PORT ST JOE	FL	32459	
DAVIS RUFORD	1046 W 11TH CT	PANAMA CITY	FL	32401	
DAY RICHARD J & GAIL S	8446 W HWY 96	PORT ST JOE	FL	32456	
DEASON WILLIAM R & MARIAN	PO BOX 1206	MEXICO BEACH	FL	32410	
DELMONTAGNE TIMOTHY	PO BOX 6640	MONTEVERDE	FL	32706	
DEMAN GIVNH JAMES L & HAY D	747 Oak Ridge Rd E	TALLAHASSEE	FL	323090181	
DEMBIT WALTER H	118 PINE ST	PORT ST JOE	FL	32456	
DEMOUEY ROBERT B JR	18005 HWY 613	MOSS POINT	MS	38682	
DEMORE AVILDA	1248 SPARTAN AVE	PORT ORANGE	FL	32019	
DEPHY TIMOTHY L	PO BOX 12114	MEXICO BEACH	FL	32410	
DERRIOT CHRISTOPHER	16 MINOSIA ST	FT WALTON BEACH	FL	32548	
DICKINSON ARTHUR T	PO BOX 485	MONTEAGLE	TN	376500485	
DICKINSON RICK L	PO BOX 665	MONTEAGLE	TN	37656	
DILORENCO JOSEPH	310 WATERCRESS DR	FRANKLIN	TN	37064	
DOBBS EDDIE D & KATHY S	715 BEACH CR	DESTIN	FL	32541	
DOBBS RONALD B	PO BOX 15392	MEXICO BEACH	FL	32410	
DOCKS OF VIETAPPO LLC	HCD BOX 8910	MEXICO BEACH	FL	32456	
DOODY VALERIE	CARL LAMM 22 MILL RD	CAMBRIDGE SHIRE	UK	PET655	
DOODY CLAUDE L JR	718 BUFFALO ST	CLARK	AL	36080	
DOUGLAS CHARLES B	381 HIGHLAND LANE	NEWAHTCHUA	FL	32459	
DORLEY CHARLES B & HEMERLY I	4507 MILL BRIDGE ROAD	PANAMA CITY	FL	32404	
DOT ST OF FL	DEPT OF TRANSPORTATION	TALLAHASSEE	FL	32309	
DOUGHERTY DEBORAH A	BRENDA CAMMOTON	MULBERRY	FL	33680	
DOH CAROL M	PO BOX 1443	MEXICO BEACH	FL	32456	
DUNAWAY AUBREY C	610 N CANAL DRIVE	PORT ST JOE	FL	32459	
DUNGAN ROBERT M	3124 MILLER HEIGHTS RD	QANTON	VA	22124	

Gulf County Mailing List

NAME	ADDRESS	QTY	STATE	ZIPCODE	COUNTRY
DUPON GEORGE	100 DUPONT DR	PORT ST JOE	FL	32456	
DUPON HILDA P	100 DUPONT DR	PORT ST JOE	FL	32456	
EAKER BERT	128 FIREHOUSE ROAD	PORT ST JOE	FL	32456	
EAKER CAMON	178 FIREHOUSE RD	PORT ST JOE	FL	32456	
EASTWOOD JUDSON R	147 CHERRY LN	WEAHTCHNA	FL	32455772	
EGLER GARY W & LILLIE G	152 PONDVIEW CIRCLE	PORT ST JOE	FL	32456	
EMME EARL & RUTH	475 W CANAL DR	PORT ST JOE	FL	32456	
ENGES-MAARS-D-J MARGARET K	8521 QUANTAL ROAD 288	WEAHTCHNA	FL	32456	
EMERSONS GROWTH TIMBERLAND		ATLANTA	GA	30303	
ESTHER J L	1211 CARB DRIVE	PANAMA CITY	FL	32405228	
ETHERIDGE CLIFTON T	PO BOX 432	PORT ST JOE	FL	32457043	
EJSAHNS KAY W	HC 3 BOX 89710	MEXICO BEACH	FL	32456	
FAIN GARY H & BETTY M	220 NORTH CANAL DR	PORT ST JOE	FL	32456	
FAUSKI ROBERT	PO BOX 181	PORT ST JOE	FL	324570181	
FARRIS RICHARD ET UX	802 CHEEKSIDE DRIVE	DESBURG	GA	31750000	
FERNANDEZ DAVID A & MYRNA T	1624 MONUMENT AVE	PORT ST JOE	FL	32456	
FERRISE JOHN	681 NORTH CANAL STREET	PORT ST JOE	FL	32456	
FETTINGER JAMES R & CORINA F	248 HWY 358	PORT ST JOE	FL	32456	
FLA GAS TRANSMISSION CO	ATTN PROPERTY TAX DEPARTMENT	HOUSTON	TX	772511188	
FLOORE CARY E & GRACE	420 BUDDY FLOORE RD	WEAHTCHNA	FL	32455	
FLORIDA POWER CORP	TAX DEPT C X 10	ST PETERSBURG	FL	33733	
FORGOTTEN COAST INVESTMENTS	LLC	ST GEORGE ISLAND	FL	32338	
FRANCIS BILLY R & JENNIFER A	8233 COCKLES AVE	PORT ST JOE	FL	32456	
FRANZ-BRAN	843 JAMES DR	MEXICO BEACH	FL	32456	
FRANCIS PAUL G	PO BOX 13141	MEXICO BEACH	FL	32410	
FRAZIER JAMES L & BARBARA R	1137 BETHEL ROAD	CONYERS GA	GA	30012	
GAINES MARK P	501 GORDON AVE	THOMASVILLE	GA	31792266	
GARDNER LEWIS L	PO BOX 12236	MEXICO BEACH	FL	324103236	
GARTON-WHARRIS-G-CAROLYN	424 ROYAL GRASS BLVD	FRANLIN	IN	47407	
GEDOLT VIRGINIA M USR	1818 BRADY WAY	SAN ANTONIO	TX	78260	
GEORGE EDDIE E	288 QUARTERHORSE ST	PORT ST JOE	FL	32456	
GIBBS DENNA D	3035 SAROS CHURCH RD	MOULTRE	GA	31768	
GIBSON BENJAMIN M	2101 CONSTITUTION DR	PORT ST JOE	FL	32456	
GIBSON HARRIS DUY	279 S CANAL DR	PORT ST JOE	FL	32456	
GILBERT LILLIE MAE	PO BOX 13113	MEXICO BEACH	FL	324103118	
GILBERT W & RUBY C	627 S 3RD ST	WEAHTCHNA	FL	32455	
GLASS DAPHNEY E	3615 BLACKWELL RUN	MARIETTA	GA	30066	
GONE-SIDNEY & PUGH-ONE	6421 GRADY DR	COLUMBUS	GA	31907	
GOODMAN JAMES E & BONNIE	2605 W GARDNER	MIAMI	FL	331350625	
GOODWIN LEONARDUS	PO BOX 1029	WEAHTCHNA	FL	324551029	
GOSNELL PATRICIA S TRUSTEE	800 E BRIGHTWOOD DR	MCRRISTOWN	TN	37074	
GRANT RUBY MARIE & LAWRENCE P	895 DAWY CR	FLATTSBURG	MD	20747	
GREER SUE A	1181 MCGUFFEY LAWE	BATAVIA	OH	45103	
GREENBER HAROLD J TRUSTEE	PO BOX 178	CAIRO	GA	317280178	
GREEN GARY LAMONT	647 N CANAL DR	PORT ST JOE	FL	32456	
GRIFFIN FRANCES E	1028 SOUTH LOND ST	PORT ST JOE	FL	32456	
GRIFFIN FRED & BRONDA L WARD	701 10TH STREET	PORT ST JOE	FL	32456	
GRIMALDI RALPH J & REGINA L	228 Charles Corner	MEXICO BEACH	FL	32456	
OSE GNER ROBERT	1238 CHANNEL PARK DR SW	MARIETTA	GA	30064	
ITC INC	PO BOX 225	PORT ST JOE	FL	324570225	
ITC INC	602 5TH ST	PORT ST JOE	FL	32456	
GULFORD CHARLES E	PO BOX 12325	MEXICO BEACH	FL	324103325	
GULFORD GERTRUDE	PO BOX 12412	MEXICO BEACH	FL	324103412	
GULFORD WILLIAM J SR	PO BOX 12818	MEXICO BEACH	FL	32410	
GULFORD WILLIAM S & KIMBALLY	5230 MELISSA DRIVE	PANAMA CITY	FL	32401	
GUILLOT DONALD W & YVONNE G	175 EUGENIO DR	PORT ST JOE	FL	32455723	
GULF BEACH TRUST	83 THE FARM	GUMBERTOWN	TN	38483	
GULF COUNTY	BOARD OF COUNTY COMMISSIONERS	PORT ST JOE	FL	32456	
HADDON EDWARD	275 N PATROL ST	PORT ST JOE	FL	32456	
HADMAN THOMAS D	875 BOX 1129	PORT ST JOE	FL	32456	
HALL-ROBERT E & DEBRA L	TRUSSEE	ROCKVILLE	IN	47872628	
HAMBRICK BEVERLY A	PO BOX 13438	MEXICO BEACH	FL	32410	
HAMBRICK JAMES P	PO BOX 078	MEXICO BEACH	FL	32410	
HAMMON GWENDOLYN L	447 E RIVER RD	PORT ST JOE	FL	32457	
HAMCOCK JOHN W ET AL	PO BOX 1189	WEAHTCHNA	FL	32455089	
HANEY GLEN E	187 CHALK LAKE	WEAHTCHNA	FL	32455	
HANEY GLEN E & GAIL L	187 PHEASANT RUN	WEAHTCHNA	FL	32455	
HANNA JOSH B	557 PALMETTO DRIVE	PORT ST JOE	FL	32456	

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NAME	ADDRESS	QTY	STATE	ZIPCODE	COUNTRY
HANSON BLUET T	187 PALMETTO DR	PORT ST JOE	FL	32456	
HANSON JACY R A	127 HUNTER CIRCLE	PORT ST JOE	FL	32456	
HANSON JOHN T & JOAN F	9151 W HWY 98	PORT ST JOE	FL	32456	
HARVEY RAYMOND	9461 DR 365	PORT ST JOE	FL	32456	
HARE JOHN	123 MARSHALL LANE	NEWAYTONIA	FL	32456	
HARRISON MARY	PO BOX 13473	MEXICO BEACH	FL	32410	
HARRISON JENI	40204 FORE DRIVE	AUSTIN	TX	78748-9999	
HARRIS GREGORY S & KELLY M	115 OAKRIDGE ROAD	CLIMAX	GA	31734	
HARRISON JEANETTE L	84 24TH ST NE	CAIRO	GA	30678	
HARRISON LELAND	94 24TH ST NE	CAIRO	GA	30678	
HARRISON TOMMY C	562 STOCKBURY ROAD	LEESBURG	GA	31763	
HART CURTIS & LOUISE	PO BOX 14309	MEXICO BEACH	FL	32410	
HATTAWAY ESSIE B & DOLORES Y	318 N CANAL DRIVE	PORT ST JOE	FL	32456	
HAY JAMES E & MARY D	RT 3 BOX 147F	PORT ST JOE	FL	32456	
HELL JOORNA	2411 ELMWOOD	ALABAMA	AL	36102	
HENDON JOSEPH P JR ET AL	TRUSTEES	PERRYVILLE	MD	21903	
HENRY DANIEL P JR & JENNIFER L	DALE R BRADSHAW	HARLINGEN	TX	78550	
HENTZ HARRIET	44 HENRY ST	PORT ST JOE	FL	32456	
HERRING RICHARD D ET UX	PO BOX 2448	NEWAYTONIA	FL	32456	
HERRING RICHARD D ET UX	PO BOX 13468	PANAMA CITY	FL	32402-2448	
HESS DREMA V & KEITH H SALEM	157 PALMETTO DR	MEXICO BEACH	FL	32410-9488	
HEWITT LISA A & SHERRY NORMAN	150 SUNSHINE RD	PORT ST JOE	FL	32456	
HICKSON DENNIS C	127 SOUTH LAKE DR	PORT ST JOE	FL	32456	
HIERER GEORGE JR	331 CONWAY DR	MOLITRE	GA	31768	
HINSON WILLIAM L JR	179 PALMETTO DR	PORT ST JOE	FL	32456	
HODGE RUBY C & BENNY L	PO BOX 13785	PORT ST JOE	FL	32456	
HOLLAND ROBERT J	1506 PLEASANT REST RD	MEXICO BEACH	FL	32410	
HOLLAND ROBERT L	733 RAVEN DRIVE	NEWAYTONIA	FL	32456	
HOLLEY BRIAN L & LAURA A	377 SWEET OLM CIRCLE	WHITE LAKE	MI	48380	
HOOTEN HARRY C & L	2886 DECATUR AVE	NEWAYTONIA	FL	32456	
HOWELL JAMES	SUZANNE H MILLS	SCOTTDALE	GA	30070	
HOWELL MADE H & EVA J	PO BOX 12115	SAINEBRIDGE	GA	31717	
HUBER MARY BETH MOORE	PO BOX 1916	MEXICO BEACH	FL	32410	
HUFFMAN CARL B & MONIQUE C	381 SWEET OLM CIRCLE	THOMASVILLE	GA	31793-1818	
HUMPHRIES CHARLES C	1311 ALHAMBRA CIR	NEWAYTONIA	FL	32456	
HUNTER BENNIE	145 FORK DR	CORAL GABLES	FL	33134-3321	
HUNTER FREDDIE	675 CHAPEL LANE	NEWAYTONIA	FL	32456	
HUNTER GEORGE M III	511 CHAPEL LANE	PORT ST JOE	FL	32456	
HUNTER JULIAN H	381 SWEET OLM CIRCLE	PORT ST JOE	FL	32456	
HUTSON ROBERT W JR & PEGGY H	6387 THORNTON TRS	NEWAYTONIA	FL	32456	
INTERCOASTAL ENTERPRISES LLC	2650 WALKER RD	SALE CITY	GA	31754	
INTERCOASTAL ENTERPRISES LLC	8945 GLEN ABBEY DR	PORT ST JOE	FL	32456	
JACKSON JIMMY C & DORINA A	6707 CO RD 79	TALLAHASSEE	FL	32301	
JAMES JULIA A	352 BEULAH RD	HELIN	AL	36024	
JASINEN ROBERT J & DEBORAH L	1518 PLEASANT REST RD	MORGANTOWN	WV	26505-0077	
JENNINGS KENNETH W	727 MARY ANN DR	NEWAYTONIA	FL	32456	
JOHNSON C W & CAROLYN	1815 HWY 89 S	MONTGOMERY	AL	36109-1089	
JOHNSON PATRICIA A & J	WANCY H THOMPSON	GRANDRODE	FL	32442	
JONES DAVID N & DIANNE C	278 LIVE OAK DR	COLORADO SPRINGS	CO	80918	
JONES JERRY L & MARIANNE W	PO BOX 221	NEWAYTONIA	FL	32456	
JORDAN DAVID F & RITA	68 W JEFFREY FL	BRISTOL	FL	32221-0221	
JULIAN RICHARD	931 CO RD 289	COLUMBUS	OH	43214	
JUSTICE LARRY S & B	DAVID A WOOD	SELMA	AL	36701	
KENNEY GLADYS E	9345 SW 131ST ST	MEXICO BEACH	FL	32410	
KENNINGTON D L MRS	KATHRYN A LYONS	NEWAYTONIA	FL	32456	
KENT CHARLES PATRICIA S	405 HAWK RD	DAINESVILLE	GA	30150-0655	
KLEINCHMIDT CARL E & JUANITA	PO BOX 288	PORT ST JOE	FL	32456	
KRAMER GERMAINE S TRUST	PO BOX 13144	NEWAYTONIA	FL	32456	
KRUM KATH J & KATHLEEN K	610 ALPINE WAY	MEXICO BEACH	FL	32410	
KUHNEL RONALD E & CLARE	147 HUNTER CIR	PANAMA CITY	FL	32404-2481	
LAROCHE BENOTT L & LORRAINE D	227 BAILEY LN	PORT ST JOE	FL	32456-1833	
LANDFORD PHILA	1080 CHRISTIAN DR	MEXICO BEACH	FL	32456	
LANGLEY JIMMY L & FAYE M	294 SUNSHINE RD	WESTON	FL	33330	
LASCHE BEACH HOUSE LLC	211 GULFAIRE DR	PORT ST JOE	FL	32456	
	150 POST OFFICE LANE	PORT ST JOE	FL	32456	
	10661 MORGAN TERRITORY RD	LIVERMORE	CA	94551	

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NAME	ADDRESS	CITY	STATE	ZIPCODE	COUNTRY
LAWRIT & JAMES D	9302 COUNTY ROAD 388	WENAHATCHWA	FL	32485	
LEAVITT JEFFRE L & LYNN D	810 CHAPEL LN	PORT ST JOE	FL	32458	
LECHIE JAMES R	9895 Highway 77 #4	Chiepy	FL	32428-8310	
LEMONS WILLIAM A	145 SOUTHLEDGE	BIRMINGHAM	AL	35212	
LEONARD BARRY D	411 N LONG ST	PORT ST JOE	FL	32458	
LEOPOLD RONALD GEORGE &	MAXINE HALLIE	MEXICO BEACH	FL	32410	
LETOHMAN JAN E	2221 OR BOTTOM RD	TALLAHASSEE	FL	32312	
LEVELL ARTHUR	PO BOX 750	NEPTUNE	NJ	07750	
LEVINS ERNEST L & LINDA D	18954 DUNBAR RD	TALLAHASSEE	FL	32308	
LIGHTFOOT VERNON	PO BOX 623	ALBANY	GA	31702	
LITTLETON MAURICE H	PO BOX 674	PORT ST JOE	FL	324570074	
LOOHN ELIZABETH J	PO BOX 96	SUGAR TREE	IN	36080	
LOOSE PATRICIA J	PO BOX 13807	MEXICO BEACH	FL	32410	
LOVINGGOOD MICHAEL T	3855 SHALLLOWFORD RD	MARIETTA	GA	30062	
LUALLAN JIMMY D & PATRICIA A	234 PRICE ROAD	CARROLLTON	GA	30116	
LUOKAS SHELIA K	198 SCURIE OAK ST	PORT ST JOE	FL	32458	
LYLES WILLIAM F & WILFRED A	3215 CR 388	PORT ST JOE	FL	32458	
MAIDEN EVERETTE P & MARY M	RTE 3 BOX 105	PORT ST JOE	FL	32458	
MANIOWAN JAMES E & BETTY P	631 SOUTH LONG RD	PORT ST JOE	FL	32458	
MANN THOMAS R	118 Norman Dornay Drive	FITZGERALD	GA	31750	
MARNS JIMMY B & LOEBBE D	40 L L JACKSON RD	BOWDON	GA	30108	
MARSHALL KIRCHE & VERA	150 MARSHALL LANE	WENAHATCHWA	FL	32485	
MARTIN CLARENCE & FRANCIS	1301 GEORGIA AVE	PANAMA CITY	FL	324048710	
MATTHEWS G & BRUCE M	14300 CHAMBERLAIN DR	LAKESHORE	GA	30240	
MATTISON MAUREEN A	354 PONCE DE LEON	PORT ST JOE	FL	32458	
MAXIE DONALD B & NANCY K	2100 S HAYDEN	AMARILLO	TX	79108	
MAXWELL STEVE P & ADONIA C	408 DANE ROAD	FRISCO CITY	AL	36445	
MAXWELL STEVE P & DIENMETH T	408 DANE ROAD	FRISCO CITY	AL	36445	
MC CATHERN CHELSON	9100 DUNBRIAN LANE	COLLEGE PARK	GA	30349	
MC DAULEY PETER P & TERRY B	2924 RINGOLD RD	ATLANTA	GA	30341	
MC CLAIN NORMA W	11840 N Hwy 77	PANAMA CITY	FL	32408	
MC DONALD RONNETTE P	3921 BEAVER RIDGE TRAIL	TALLAHASSEE	FL	32312	
MC HEE CLARENCE E JR	10880 BIG CAJONE	ASPER	GA	30140	
MC KENZIE TRANK LINES INC	PO BOX 1200	TALLAHASSEE	FL	323021200	
MC PHERSON GARY O & JARONIA D	150 OOKLAHAWA RD	WENAHATCHWA	FL	32485	
MESSEPP CHARLES A & CYNTHIA L	PO BOX 13008	MEXICO BEACH	FL	32410	
MEXICO BEACH LAND &	DEVELOPMENT LLC	MEXICO BEACH	FL	32406	
HOFFMAN JERRY L	14851 NE 80TH STREET	WILLSTON	FL	32695	
MILES CHESTER M & WANDA	675 NORTH LONG STREET	WENAHATCHWA	FL	32485	
MILLER TAMMY	8088 W HWY 98	PORT ST JOE	FL	32458	
MILLS CLOYD C & JULY H	8071 OAK HOLLOW DR	BATON ROUGE	LA	70810	
MILLS JAC H	PO BOX 220	DONALDVILLE	GA	31745	
MIMS OSCAR M JR & VICKIE B	1955 OLD RIVER ROAD	CORNELIA	GA	30531	
MIMS PEAVY & JEAN	3520 CR 388	PORT ST JOE	FL	32458	
MISTA ROBERT P	1150 COWWOOD DRIVE	CUMBER	GA	30641	
MOCK MICHAEL ET AL	1472 PLEASANT REST ROAD	WENAHATCHWA	FL	32485	
MOLDAY FRED L & JEANNE	3620 VIRGINIA AVE	WENAHATCHWA	FL	32485	
MONETHAM BOBBY G	744 PINE AVE	YAKATA	MS	39311188	
MONTFORD DORIS S	C/O P O BOX 315	CHATTahoochee	FL	322341723	
MOOREHEAD AUCIE S	3320 COUNTY ROAD 388	WENAHATCHWA	FL	32485	
MORGAN ELTON THOMAS	SMITH CERYL M	PORT ST JOE	FL	32458	
MOTE ALAN H & MOHALEY A	114 KINGS BRIDGE ROAD	TALLAHASSEE	FL	323022135	
MOTE RAUL D	5141 LIBERTY ROAD	CARROLLTON	GA	30117	
MUMFORD RICHARD & SALLY	2325 WYGAIL DRE	WINSTON	GA	30157	
MURMAN EDWARD L	283 FOREST ST	JACKSONVILLE	FL	32225	
NACHTSHEIM MELVIN D & PATTY L	513 SOUTH CANAL DR	PORT ST JOE	FL	32458	
NANCE DAVID T	78 DOVE DRIVE	PORT ST JOE	FL	32458	
NANUS JAMES IV & BARBARA	PO BOX 13178	FORTSON	GA	31808	
NANUS-JACKSON LEE & JOO ANN	185 PALMETTO DRIVE	MEXICO BEACH	FL	32410	
NECHARDOT ROBERT JR & BARBARA	8938 AUGER AVE	PORT ST JOE	FL	32458	
NEVENSOME DAVID	8910 Highway 98 #8	PORT ST JOE	FL	32458-6030	
NICKS S MALCOM & MARLYN	7728 RYBING S TONEL LN	TALLAHASSEE	FL	32312	
NORMAN SHERBY U	127 SOUTHLAKE DR	MOULTRE	GA	31780	
NORMAN SHERBY U	148 SPRUCE LAKE	WENAHATCHWA	FL	32485	
NORTON WILLIAM E & EMA D	3311 SOUTH HARBOUR DR	PANAMA CITY	FL	32405	
ORRIN MARGARET	153 EASTER AVE	LONGWOOD	FL	32750	
OLSON MEL & TERRY	PO BOX 1048	PRINCEVILLE	OR	97154	
ONORATO JOHN S & GALE E	227 NIM Kove RD	MEXICO BEACH	FL	32458	
ORO ADRIAN MARK & JANE L	380 WETAPPO DRIVE	WENAHATCHWA	FL	32485	

Gulf County Mailing List

NAME	ADDRESS	CITY	STATE	ZIPCODE	COUNTRY
QUINCY ALICE P	635 GEMENT HILL RD	FAIRFIELD	FL	32446	
OVERSTREET PARTNERS LLC	8645 GLEN ABBY DR	FAIRFIELD	FL	32446	
PARADISE LAKE PROPERTIES LLC	1140 17TH ST	FAIRFIELD	FL	32446	
PARKER BRUCE L	101 SHELL RD	FAIRFIELD	FL	32446	
PARKER DAVID R & FRANKS J	889 LEE ROAD 240	FAIRFIELD	FL	32446	
PATE SCOTBY	PO BOX 90	FAIRFIELD	FL	32446	
PATRICK W R	1428 MEADOWCREEK LN	FAIRFIELD	FL	32446	
PECCORINO MARINA P	4812 ST AUGUSTINE ROAD	FAIRFIELD	FL	32446	
PELL ROBERT A & AMANDA J	PO BOX 12393	FAIRFIELD	FL	32446	
PELL DONNA LISA	6880 CR 368	FAIRFIELD	FL	32446	
PERI MAN BRYAN C JR &	GERALDINE P	FAIRFIELD	FL	32446	
PETERSON JAMES & MARCIA	8019 RIDGE ROAD	FAIRFIELD	FL	32446	
PETERSON WALTER L	715 HONEY SUCCLE RD	FAIRFIELD	FL	32446	
PHILLIPS MARCO L & KAREN E	12811 MILLS ROAD	FAIRFIELD	FL	32446	
PHILLIPS MARK W & JOAN	225 CR 368	FAIRFIELD	FL	32446	
PO ETT REBA WYVONNE TRUSTEE	657 FOREST ST	FAIRFIELD	FL	32446	
PITTS LOUIS PET DA	111 LINDA AVE	FAIRFIELD	FL	32446	
PLANT GARY W	4604 OAKWOOD DR	FAIRFIELD	FL	32446	
PLEASANT REST CEMETERY	TRUSTEES	FAIRFIELD	FL	32446	
POLLOCK ROBERT E & BOBBIE	3324 RED BIRD CIR	FAIRFIELD	FL	32446	
POMELL JEFFERY L & KM L	430 PALMETTO DR	FAIRFIELD	FL	32446	
PRICE SCOTTY FRANK & SHIRLEY R	252 VETAPPO DR	FAIRFIELD	FL	32446	
RAMSEY RICHARD L	101 MIMOSA AVE	FAIRFIELD	FL	32446	
RAY ROBERT L & DONNA L	3168 JAHAY RD	FAIRFIELD	FL	32446	
RAY WILLIS ALVIN & PEGGIE W	6612 LANCE ST	FAIRFIELD	FL	32446	
REICHERT MONIKA & GENEVIEVE	E MIDDLETON	FAIRFIELD	FL	32446	
REINHARDT JOHN	172 SUNSHINE RD	FAIRFIELD	FL	32446	
REINHART BRENDON BAILEY	6240 OLIVE AVE	FAIRFIELD	FL	32446	
ROK INVESTMENTS INC & KERRIGAN	FAMILY LIMITED PARTNERSHIP	FAIRFIELD	FL	32446	
RHAMES CURTIS E & ARLENE K	118 GRIFFITH ROAD	FAIRFIELD	FL	32446	
RHAMES LYNNWOOD & DANIA R	8921 CR 368	FAIRFIELD	FL	32446	
RICHARDS RALPH & VIRGIE	2301 WYVIER ST N	FAIRFIELD	FL	32446	
RISH WILLIAM J ET AL	PO BOX 39	FAIRFIELD	FL	32446	
ROD WILLIAM J JR	C/O RISH GIBSON & SCHOLZ	FAIRFIELD	FL	32446	
ROBERTS NELLA	4955 Camella Dr	FAIRFIELD	FL	32446	
ROBERTS KENNETH N & SHARON E	691 CHAPEL LN	FAIRFIELD	FL	32446	
ROMER JOHN C & MARTHA E	177 CHAPEL LANE	FAIRFIELD	FL	32446	
RUNNELS WILLIAM T & LINDA G	250 OCHLAWAHA ROAD	FAIRFIELD	FL	32446	
RUFF DANIEL & SUSAN	354 BIVINS RD	FAIRFIELD	FL	32446	
RUSSELL THOMAS R & BARBARA A	158 PINEVIEW DR	FAIRFIELD	FL	32446	
SABISTON E PAUL	HC 3 BOX 8192	FAIRFIELD	FL	32446	
SADDLER TINA D & GARY M GIBBS	9107 ALABAMA AVE	FAIRFIELD	FL	32446	
SANDER NORMA LEE	591 17TH STREET	FAIRFIELD	FL	32446	
SANDER ECKLEY M OR DONAL	208 GAUTIER MEMORIAL WAY	FAIRFIELD	FL	32446	
SANDER ELMO J & SHIRLEY A	261 N CANAL DR	FAIRFIELD	FL	32446	
SANDER GUSTAVE & LINDA	124 SORUS OAK ST	FAIRFIELD	FL	32446	
SANDERS JESSE	471 N GAY AVE	FAIRFIELD	FL	32446	
SANFORD JOHN & DONNA	885 DANE ST	FAIRFIELD	FL	32446	
SCARBROUGH PAUL E & PATRICIA E	173 FINCH LN	FAIRFIELD	FL	32446	
SCHADEN RICHARD T & JO ALLYSON	2895 NUTMEG COURT	FAIRFIELD	FL	32446	
SCHILL MELISSA	607 NORTH LONG STREET	FAIRFIELD	FL	32446	
SCHILL RUBY L	3750 COUNTY ROAD 386	FAIRFIELD	FL	32446	
SCOTT SHELBY	450 PALMETTO DR	FAIRFIELD	FL	32446	
SEBERT FRANK J & DONNA M	PO BOX 60	FAIRFIELD	FL	32446	
SHEPARD JAMES & KATHERINE	4246 FOREST AVE	FAIRFIELD	FL	32446	
SHULER JOHN C	PO BOX 12072	FAIRFIELD	FL	32446	
SHURPIN ROBERT JR & MARIE P	4500 COUNTY ROAD 386	FAIRFIELD	FL	32446	
SIMMONS GEORGE W SR	1810 MARVIN AVE	FAIRFIELD	FL	32446	
SMITH BILLY H	4645 COUNTY RD E	FAIRFIELD	FL	32446	
SMART CHARLES H & LORI R	120 CHARLES COSTIN ESQUIRE	FAIRFIELD	FL	32446	
SMITH CAROL N	7023 JOHNSON DRIVE	FAIRFIELD	FL	32446	
SMITH CLINTON K	247 QUARTER HORSE ST	FAIRFIELD	FL	32446	
SMITH RALPH	275 VETAPPO DRIVE	FAIRFIELD	FL	32446	
SMITH WILLIAM COLEMAN	4412 JAN COOLEY DR	FAIRFIELD	FL	32446	
SOMMERS KENNETH W & FAMELA J	14070 VISTA RIDGE LN	FAIRFIELD	FL	32446	
SPENCER TIMOTHY J & TAMMILA S	PO BOX 128	FAIRFIELD	FL	32446	
ST JOHN MICHAEL W & CYNTHIA A	5780 N HWY 29	FAIRFIELD	FL	32446	

Gulf County Mailing List

NAME	ADDRESS		CITY	STATE	ZIPCODE	COUNTRY
ST JOSEPH LAND & DEV CO	100 BECKHACH ROAD SUITE 200		PANAMA CITY BECH	FL	32407	
STANTON GAINES &	ELINOR CUMMINGHAM	8661 C R388	WEWAHATCHUA	FL	32482	
STEE CHESTER E	7381 PRINCETON CR		HANOVER PARK	IL	60103	
STODARD DARRELL & RYMOND S	1451 MC CALL BRIDGE RD		DUNLEY	FL	31361	
STOKES RANDALL J & GAIL Y	TRUSTEES	PO BOX 582	BLACKSHEAR	GA	31516	
STOMP CARRIE L	PO BOX 13785		MEXICO BEACH	FL	32410	
STOMP JOHN P & STACK J	233 N PINKA 3891		PORT ST JOE	FL	32458-8570	
STREET ANN W	PO BOX 13341		MEXICO BEACH	FL	32410	
STRICKLAND JOYCE D	811 SOUTH HWY 71		WEWAHATCHUA	FL	32485	
SULRO DUANE A	6508 OLIVE ST		PANAMA CITY	FL	32404	
SURBER HOWELL	328 SO CANAL DRIVE		PORT ST JOE	FL	32458	
SURBER WAYNE E & RAE ANN	116 CHAPEL LAKE		OVERSTREET	FL	32456	
SWANN VILLOS E & CAROL E	126 DOUGHERTY LN		PORT ST JOE	FL	32416	
SYLVESTER STEVEN & TERESA	8804 COUNTY ROAD 380		WEWAHATCHUA	FL	32485	
T O Z LLC	PO BOX 14185		MEXICO BEACH	FL	32410	
TABBA MUAZ A & AMAL SIGANI	2558 HUNTLIFT LN	1000 MERRICK DR	BEULAH	GA	30004	
TABBA MUAZ A & AMAL SIGANI	2558 HUNTLIFT LN		PANAMA CITY	FL	32405	
TAGUE CHARLES E	8725 SIMONSON RD		BEULAH	CO	81023	
TAMPER GEORGE O & AMELIA G &	8 RIVY OUBONJUR AS TRUSTEES	OF PATRICIA M TAMPER	PORT ST JOE	FL	32457-0280	
TAMPTON DAVID L & ABIGAIL J	PO BOX 870	PO BOX 286	WEWAHATCHUA	FL	32485-0870	
TAYLOR JOHN L & PATRICIA H	650 CHAPEL LAKE		PORT ST JOE	FL	32456	
TAYLOR OLIVERT & LAURA J	8447 COOKLES AVE		PORT ST JOE	FL	32456	
THARKE RONALD K & SHARON S	162 SHELL RD		PORT ST JOE	FL	32440	
THEL JOSEPH M & SUSAN F	PO BOX 19012		MEXICO BEACH	FL	32410	
THOMAS JAMES D	9625 EASTON DR		BEVERLY HILLS	CA	90210	
THOMAS SHERRY ANN	3850 CR 380		PORT ST JOE	FL	32456	
THUAM JOHN A & DEBRA	270 HUMMINGBIRD AVE		OVERSTREET	FL	32456	
TITT MAMING AGENCY	FLORIDA BOARD OF FORESTRY	C/O MIRDODOLAS BLOO	TALLAHASSEE	FL	32391	
TITTFROT	3900 COMMONWEALTH BLVD		TALLAHASSEE	FL	32390	
TRAUCHBERG JACK TRUSTEE	480 HADSON LAKE		CASTALIAN SPRINGS	TN	37051	
TURNER LARRY	407 TEXAS DR	9412 AUGERANE	PORT ST JOE	FL	32456	
TURNER LARRY	407 TEXAS DR		MEXICO BEACH	FL	32410	
VATHIS C JOHN	418 TRITON ST		PORT ST JOE	FL	32456	
VACHENDORF THOMAS J	589 LAMBTON LN		NAPLES	FL	34104	
WAGNER JAMES A	611 N LONG STREET		PORT ST JOE	FL	32458	
WAGNER RONALD W & SHIRLEY	375A CR 386		PORT ST JOE	FL	32456	
WALL JASON & LISA	9535 HWY 386		WEWAHATCHUA	FL	32485	
WARD BRENDA L TRUSTEE	PO BOX 232		PORT ST JOE	FL	32457	
WARD RICHARD FAMILY TRUST	PO BOX 603		LAKE PARK	GA	31630-0603	
WATKINS HERBERT & NORMA	1889 PLEASANT HEST RD		WEWAHATCHUA	FL	32485-3644	
WEINBERG PHARES E	6855 ACKERS PT ROAD		DELTON	MI	48840	
WEBBACHER DONALD RICHARD	255 FORD DR		WEWAHATCHUA	FL	32485-3381	
WEST DEBRA DARLENE	3581 CR 386		PORT ST JOE	FL	32458	
WESTON DANIEL J	274 SUNSHINE RD		PORT ST JOE	FL	32458	
WETZELING	803 S18		PORT ST JOE	FL	32457-0219	
WETAPPO PRESERVE LLC	206 E FOURTH ST		PORT ST JOE	FL	32456	
WHEELER EDWARD DUOLINE	717 H BOX 65		HUNTERVILLE	IN	47367	
WHITE FRED & DEBBIE	144 SHELL RD		PORT ST JOE	FL	32458	
WHITE JACQUELYN F	1638 LAVANON MILL RD		CRAWFORDVILLE	FL	32327	
WHITE PATRICIA P	10238 SUGARCREAK DR		PERISCOLA	FL	32514	
WHITFIELD JOSEPH P	PO BOX 1209		WEWAHATCHUA	FL	32485-1209	
WHITFIELD ROBERT D ET AL	6536 ALABAMA AVE		PORT ST JOE	FL	32458	
WHITFIELD ROY E	C/O WHITFIELD ROY E	368 HIBSCOUS DRIVE	MIAMI SPRINGS	FL	33166	
WILLIAMS GARY G & CHRISTINE R	595 LAKE RIDGE DRIVE		CONYERS	GA	30094	
WILLIAMS RICHARDSON	PO BOX 579	190 LIGHTKEEPERS DR	BEESBURN	AL	36023-1148	
WILLIAMS THAD & ANDREA	PO BOX 579		PORT ST JOE	FL	32456	
WILLIAMS WILLIAM C III &	GERALDINE C		PORT ST JOE	FL	32458	
WILSON ROBERT L SR &	8570 CO RD 380		WEWAHATCHUA	FL	32485	
WOODMAN LAWRENCE E	PATRICIA TRUSTEES	218 HWY 388	PORT ST JOE	FL	32456	
WORTHINGTON JOE	801 CENTRAL AVE		FITZGERALD	GA	31750	
WRIGHT BERT E & MARY	PO BOX 5		WADSWORTH	GA	31750-0005	
YERBY PRESTON E & MARGO	6041 OLIVE AVE		PORT ST JOE	FL	32458	
YOUNG DAVID E & GAIL H	341 CHAPEL LAKE		PORT ST JOE	FL	32480	
YOUNG GLEN WA JAMES G	5010 FLINT DRIVE		MARIANNA	FL	32440	
YOUNG R D & MARINA L	7517 GEORGIA AVE		PORT ST JOE	FL	32456	
ZIPPERER RICHARD F & VICKI M	310 BUENA VISTA AVE		SARASOTA	FL	34243	

APPENDIX R

Indirect and Cumulative Effects Documentation

GULF COAST PARKWAY
DELPHI GROUP

Second Assignment

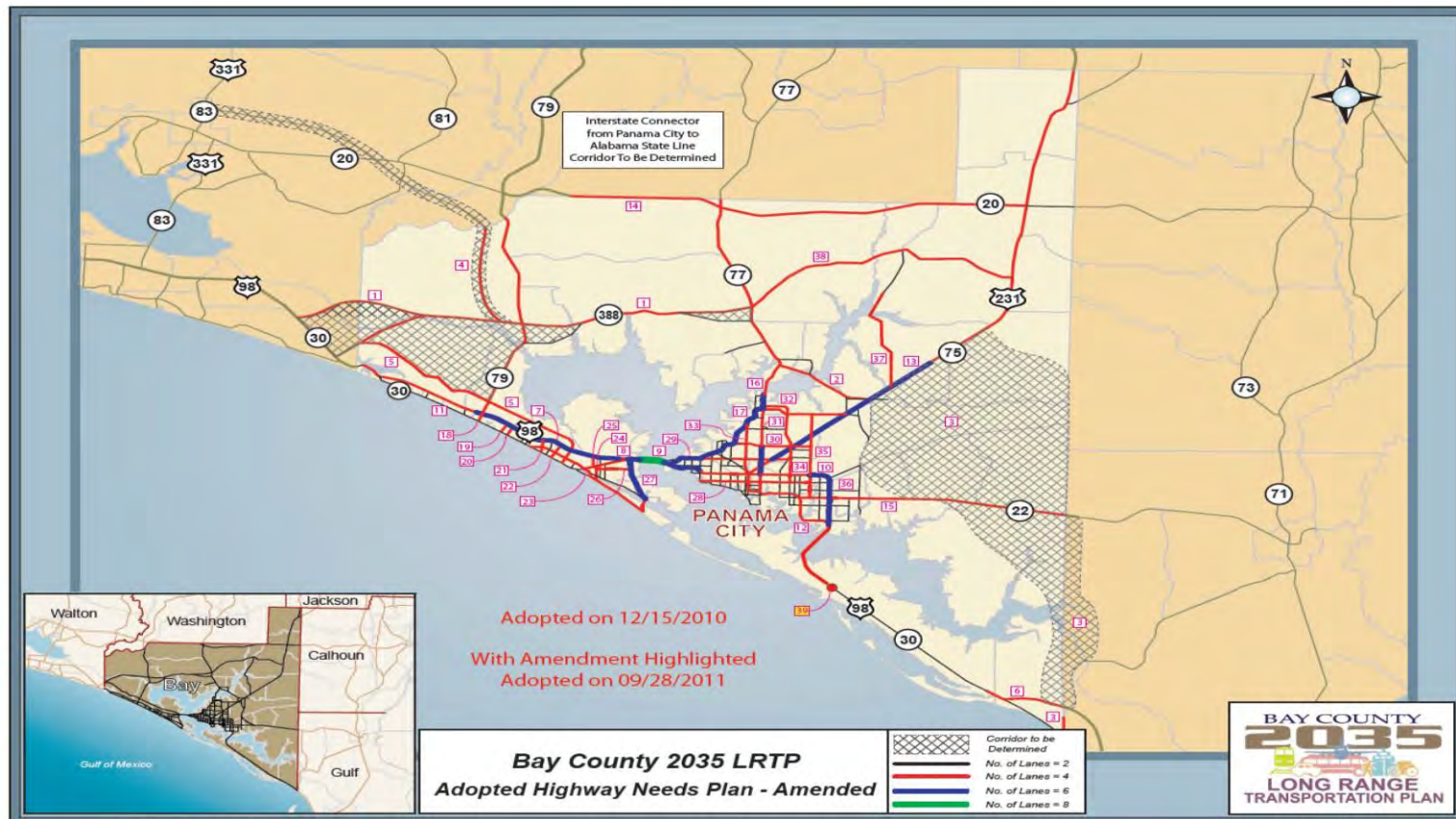
The Delphi Group's first assignment was the allocation of the 2030 population within the project PARAs as would be expected to occur under the existing conditions or the No Build Alternative. The second assignment for the Delphi Group is to allocate the 2030 population as would be expected to occur in each PARA based on the Gulf Coast Parkway being constructed. There are five Build Alternatives under consideration; therefore, it is expected that the population allocation will be different for each Build Alternative scenario.

You are being provided several maps, one for each Gulf Coast Parkway Alternative, and one for each PARA which you provided a response to during the First Assignment (*However, at your request we will provide you 5 copies of any other PARA maps you may care to provide a response for during this Second Assignment*). You are also being provided five sets of the questionnaire; one for each Build Alternative. The projected population for the Bay County and Gulf County PARAs remains the same as in the first assignment: Bay County PARAs are expected to experience a population growth of 47,404 people by 2030 while the Gulf County PARAs are projected to experience a growth in population of 4,336 people.

The population allocated to the PARA's within each County should equal the total population projected for that County's PARAs unless an explanation is provided for the difference in the allocated population and the total projected population for that County. If the population within the County PARA is greater than the projected population, please identify from whence that additional population is derived and indicate the basis for the change. If the population in the County PARA is less than the projected population, explain where the population that settles out of the PARA is expected to locate and the reasons for this change.

Draw on the maps the boundaries of the locations where new population is expected to locate. Identify the development locations shown on the PARA maps with a number or letter to correlate with the information provided in the Tables. In Table 1, provide the population allocated to each development/location for the type of land use employed. Once all the projected population has been distributed, please complete the remaining tables and questions.

Past Actions			
Development Type	Project Names	Location	Description
Residential	St. Andrew's Bay Development Company's Subdivision	Bay County	Multi-Family Homes
	Pinnacle Pines Estates	Bay County	Multi-Family Homes
	Highway 22 Estates	Bay County	Multi-Family Homes
	Forest Walk	Bay County	Multi-Family Homes
	Cherokee Heights Parts 1,2, and 3	Bay County	Single-Family Homes
	Mexico Beach Unit 1, 9, 12, 12A, and 14	Bay County	Single-Family Homes
	La Siesta	Bay County	Single-Family Homes
	Paradise Cove	Bay County	Single-Family Homes
	Angela Estates	Bay County	Single-Family Homes
	Tremont Estates	Gulf County	Single-Family Homes
	East Bay Plantation	Gulf County	Single-Family Homes
	Sea Haven Subdivision	Gulf County	Single-Family Homes
	Pine Breeze	Gulf County	Mobile Homes/Single-Family Homes
	South Long Estates II/Easy Waters	Gulf County	Single-Family Homes
	Palm Ridge Subdivision	Gulf County	Single-Family Homes
School	Deer Point Elementary School	Bay County	New School
Transportation	Gulf to Bay Highway Segment 1	Gulf County	New Road
Present Actions			
Development Type	Project Names	Location	Description
Residential	Plantation Heights	Bay County	Single-Family Homes
	Camp Flowers Estates	Bay County	Single-Family Homes
	The Landings at Wetappo	Gulf County	Single-Family Homes
	WindMark Development of Regional Impact (DRI)	Gulf County	Mixed-use Development
Business	Register Office Building	Bay County	Office
	Tram Road Borrow Pit	Bay County	Borrow Pit
	Dollar General-Bayou George	Bay County	Retail Store
	Dollar General-Highway 22	Bay County	Retail Store
	Eastern Shipbuilding Expansion	Bay County	Manufacturing
	Bay Industrial Park	Bay County	Industrial
Reasonably Foreseeable Actions			
Development Type	Project Names	Location	Description
Transportation	See the Bay County LRTP Adopted Highway Needs Plan and Tables on following pages	Bay County	
	See the Gulf County Future Traffic Circulation Map on the following pages	Gulf County	
Residential	Cherokee Corners	Bay County	Single-Family Homes
	Bon Fire Beach	Bay County	Residential
Business	Express Lane #37	Bay County	Convenience Store
	Stephens Building	Bay County	Office
Industrial	Port St. Joe Expansion	Gulf County	Industrial



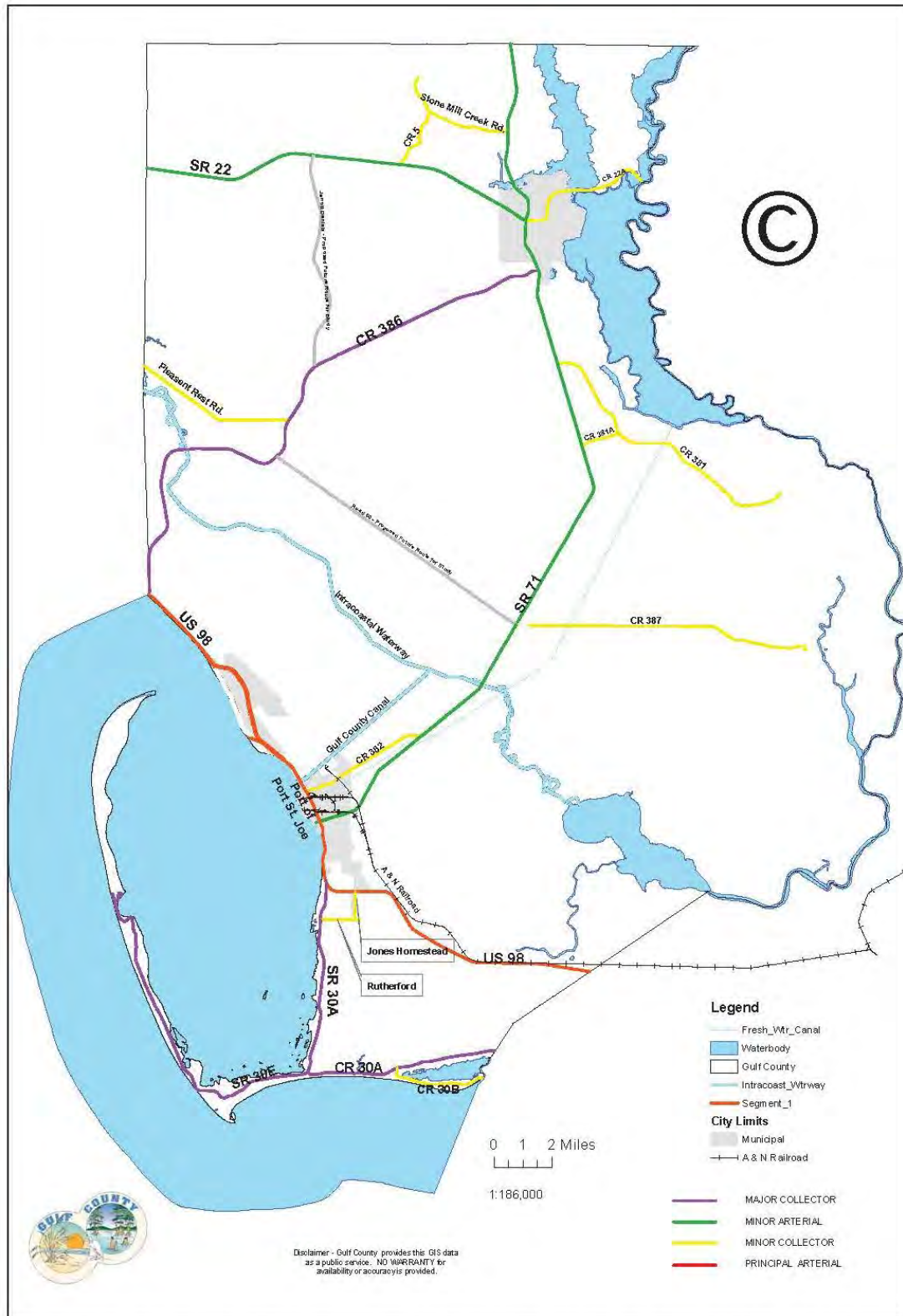
Bay County 2035 LRTP North Plan
Adopted December 16, 2010
with Amendment (highlighted) Adopted September 18, 2011

Map ID	Roadway	From	To	Improvement	Segment Length (miles)	UR	Construction Cost/Mile	Notes	Construction Cost	PD&E (15%)	Design (15%)	ROW (50%)	CEI (25%)	Total Cost	Project Total Cost*	
1	West Bay Parkway	US 90 at Whitten Co Line	SR 79	New Roadway - 4 lanes, divided	10.338	R	\$ 768,381		\$ 7,915,015		\$	\$ 8,647,216	\$ 20,817,517	\$ 8,647,216	\$ 107,343,389	
		SR 79	SR 77	New Roadway - 4 lanes, divided	12.000	R	\$ 768,381		\$ 9,220,536		\$	\$ 1,019,727	\$ 24,811,110	\$ 10,383,410	\$ 119,406,710	\$ 268,481,615
2	Golf Course Pkwy Ext	SR 77, near Century Plaza Rd	SR 77A, CR 1215	New Roadway - 4 lanes, divided	1.678	U	\$ 832,513		\$ 1,396,971	\$ 2,090,488	\$	\$ 2,090,488	\$ 4,889,385	\$ 2,090,488	\$ 36,903,314	
		Golf Course Pkwy Ext at Hedges Bayou	N of CR 1215 / Tims Rd	Capacity impact - 2 lanes to 4 lanes, divided	2.131	U	\$ 1,148,160		\$ 2,440,688	\$ 3,661,103	\$	\$ 3,661,103	\$ 4,540,144	\$ 1,942,103	\$ 21,507,341	
		CR 1215, N of CR 2051 / Tims Rd	US 211 / SR 75	New Roadway - 4 lanes, divided	1.336	U	\$ 832,513		\$ 1,119,048	\$ 1,663,576	\$	\$ 1,663,576	\$ 3,485,241	\$ 1,663,576	\$ 31,395,458	\$ 73,803,111
3	Golf Course Parkway	US 211 SR 77	CR 101 / Tims Rd	Capacity impact - 2 lanes to 4 lanes, divided	4.382	U	\$ 1,148,160		\$ 5,036,647		\$	\$ 3,151,367	\$ 11,840,323	\$ 3,151,367	\$ 42,825,164	
		Golf Course Parkway	SR 22, Wilson Hwy	New Roadway - 2 lanes to 4 lanes, divided	1.311	U	\$ 1,148,160		\$ 1,508,008	\$ 2,262,016	\$	\$ 2,262,016	\$ 4,831,361	\$ 2,262,016	\$ 30,713,187	
		Golf Course Parkway (SR 22 segment)	West of CR 43 / Golf Co	Capacity impact - 2 lanes to 4 lanes, divided	1.748	U	\$ 1,148,160		\$ 2,000,945	\$ 2,984,943	\$	\$ 2,984,943	\$ 6,134,473	\$ 2,984,943	\$ 39,284,102	
		Golf Course Parkway	SR 22, west of CR 43 / Golf Co	New Roadway - 4 lanes, divided	10.127	R	\$ 578,381		\$ 5,849,264		\$	\$ 8,776,989	\$ 20,326,631	\$ 8,776,989	\$ 101,321,871	
		Golf Course Parkway (CR 385 Overcrossing / Golf Co)	Golf Course Pkwy	Capacity impact - 2 lanes to 4 lanes, divided	1.842	R	\$ 403,166		\$ 2,140,143	\$ 3,242,011	\$	\$ 3,242,011	\$ 11,740,072	\$ 3,242,011	\$ 42,364,217	
		Golf Course Parkway (CR 101, Tims Rd segment)	Golf Course Parkway / New Ave	New Roadway - 2 lanes, undivided	2.000	U	\$ 1,148,160		\$ 2,300,380	\$ 3,450,568	\$	\$ 3,450,568	\$ 5,668,180	\$ 3,450,568	\$ 18,950,891	\$ 310,313,100
4	West Bay Connector	West Bay Parkway / CR 385	Washington County Line	New Roadway - 4 lanes, divided	6.554	R	\$ 768,381		\$ 5,036,480	\$ 7,554,720	\$	\$ 7,554,720	\$ 18,904,120	\$ 7,554,720	\$ 12,726,497	\$ 73,726,497
5	Dowry Lane Rd	West Bay Pkwy	SR 79	New Roadway - 4 lanes, divided	0.518	U	\$ 832,513		\$ 85,914,211	\$ 9,887,132	\$	\$ 9,887,132	\$ 21,857,106	\$ 9,887,132	\$ 126,935,732	
		SR 79	Richard Jackson Blvd	New Roadway - 4 lanes, divided	2.533	U	\$ 832,513		\$ 47,495,230	\$ 6,834,283	\$	\$ 6,834,283	\$ 22,747,810	\$ 6,834,283	\$ 86,713,978	\$ 217,248,390
6	Golf to Bay Hwy / CR 385A	US 90, west of Mexico Beach	Bay / Golf Course Line	New Roadway - 4 lanes, divided	4.181	R	\$ 578,381		\$ 24,117,877	\$ 3,617,681	\$	\$ 3,617,681	\$ 12,018,939	\$ 3,617,681	\$ 47,038,880	\$ 47,038,880
7	US 90 / SR 30A, Panama City Beach Pkwy	Ministry Ln	Thomas Drive / CR 1031	Capacity impact - 4 lanes to 5 lanes, divided	7.781	U	\$ 1,148,160	1201	\$ 46,080,021	\$ 6,901,354	\$	\$ 6,901,354	\$ 20,004,313	\$ 6,901,354	\$ 78,017,198	
8	US 90 / Thomas Dr Interchange	Holmes Bridge, west approach	Over Thomas Dr	New Elevated Roadway - 3 lanes	0.940	U	\$ 43,018,000	a	\$ 20,385,238		\$	\$ 4,401,788	\$ 14,893,835	\$ 4,401,788	\$ 52,801,447	
		Holmes Bridge, west approach	Over Thomas Dr	Phase II, New Connection to Beach Blvd Rd - 3 lanes	0.446	U		b	\$ 25,940,383		\$				\$ 25,940,383	
		New Elevated Roadway	Phase Beach Rd	New Connector - 2 lanes	0.410	U	\$ 16,748,800	b	\$ 13,618,580		\$	\$ 2,817,917	\$ 7,919,780	\$ 2,817,917	\$ 28,615,244	
		New Elevated Roadway	Thomas Dr	New Freeway - 3 lanes	0.518	U	\$ 47,763,000	b	\$ 38,763,000		\$	\$ 2,968,528	\$ 9,811,721	\$ 2,968,528	\$ 75,754,008	
		Holmes Bridge, west approach	Thomas Dr	3 lanes to 2 lane Freeway Rd	0.267	U		c	\$ 44,435		\$	\$ 6,740	\$ 121,488	\$ 6,740	\$ 300,385	\$ 143,864,387
9	US 90 / SR 30	Thomas Dr interchange	Colington Dr	Capacity impact - 2 lanes to 3 lanes, divided	1.440	U	\$ 43,018,000		\$ 6,841,798	\$ 1,341,270	\$	\$ 1,341,270	\$ 4,271,890	\$ 1,341,270	\$ 17,440,408	
		23rd Street Interchange Phase I (Unbonded Elevated)		Interchange WSP Phase I Improvements	1	U		d	\$ 20,893,000		\$	\$ 46,655,500		\$ 46,655,500	\$ 97,543,500	
		23rd Street Interchange Phase II (Bonded Elevated)		Interchange EBP Phase II Improvements	1	U		e	\$ 31,044,000		\$	\$ 46,655,500		\$ 46,655,500	\$ 11,694,500	
		Colington Dr	Black Ave	Capacity impact - 2 lanes to 3 lanes, divided	2.220	U	\$ 1,148,160		\$ 11,451,077	\$ 1,711,808	\$	\$ 1,711,808	\$ 5,706,038	\$ 1,711,808	\$ 22,251,510	
		US 90 / SR 30	SR 75 / US 211	Interchange	2	U	\$ 21,024,364		\$ 21,024,364	\$ 3,158,140	\$	\$ 3,158,140	\$ 10,527,132	\$ 3,158,140	\$ 41,655,815	\$ 258,987,733
10	US 90 / SR 30A / Tims Pkwy	Thomas Rd	SR 22 / Wilson Hwy	Capacity impact - 4 lanes to 5 lanes, divided	2.254	U	\$ 1,148,160		\$ 11,998,081	\$ 1,789,712	\$	\$ 1,789,712	\$ 5,889,841	\$ 1,789,712	\$ 33,368,218	
		US 90 / SR 30	SR 22	Capacity impact - 4 lanes to 5 lanes, divided	1.769	U	\$ 1,148,160		\$ 8,547,878	\$ 1,387,182	\$	\$ 1,387,182	\$ 4,023,939	\$ 1,387,182	\$ 18,033,361	\$ 41,428,601
11	US 90A / SR 30 / Front Beach Rd	Delano Pl	SR 79	CRRA Segment 1, capacity impact - 2 lanes, divided w/ Transit lanes	1.803	U	\$ 4,849,028		\$ 8,227,700	\$ 1,384,155	\$	\$ 1,384,155	\$ 4,813,850	\$ 1,384,155	\$ 17,964,016	
		SR 79	Lafayette Drive	CRRA Segment 4, capacity impact - 2 lanes, divided w/ Transit lanes	0.330	U	\$ 4,849,028		\$ 1,258,319		\$	\$ 400,000	\$ 133,000	\$ 47,810	\$ 1,611,229	
		Lafayette Drive	W Jackson Blvd	CRRA Segment 1, capacity impact - 2 lanes, divided w/ Transit lanes	4.790	U	\$ 4,849,028		\$ 23,017,415		\$	\$ 3,453,113	\$ 11,445,598	\$ 3,453,113	\$ 41,187,142	
		W Jackson Blvd	W Thomas Dr	CRRA Segment 1, capacity impact - 2 lanes, divided w/ Transit lanes	0.970	U	\$ 4,849,028		\$ 4,701,517		\$	\$ 3,800,000	\$ 705,514	\$ 3,800,000	\$ 9,200,801	
		W Thomas Dr	US 211	CRRA Segment 1, capacity impact - 2 lanes, divided w/ Transit lanes	0.570	U	\$ 4,849,028		\$ 1,590,000		\$				\$ 1,590,000	\$ 71,512,377
12	US 90 / SR 30 / SR 30	Cherry St	Tims Pkwy	Capacity impact - 2 lanes to 4 lanes, divided	2.479	U	\$ 1,148,160		\$ 12,811,943	\$ 1,921,791	\$	\$ 1,921,791	\$ 6,405,972	\$ 1,921,791	\$ 24,983,289	\$ 24,983,289
13	US 211 / SR 75	SR 75 / US 211	CR 1215	Resignal Interconnection	0.250	U	\$ 8,321,523	f	\$ 2,035,631	\$ 308,345	\$	\$ 308,345	\$ 1,207,815	\$ 308,345	\$ 4,008,480	
		SR 161 / 23rd St	Amory Ln / Urban Boundary	Capacity impact - 4 lanes to 5 lanes, divided	11.215	U	\$ 1,148,160		\$ 12,811,943	\$ 1,921,791	\$	\$ 1,921,791	\$ 6,405,972	\$ 1,921,791	\$ 24,983,289	\$ 24,983,289
14	SR 20	Washington County Line	US 211 / SR 75	Capacity impact - 2 lanes to 4 lanes, divided	22.448	R	\$ 403,166		\$ 9,054,127	\$ 13,585,919	\$	\$ 13,585,919	\$ 47,123,664	\$ 13,585,919	\$ 183,798,848	\$ 383,798,848
15	SR 22	Business Rd	Thomas Rd	Capacity impact - 2 lanes to 4 lanes, divided	0.581	U	\$ 1,148,160		\$ 3,888,335	\$ 444,803	\$	\$ 444,803	\$ 1,448,877	\$ 444,803	\$ 5,855,141	
		Thomas Rd	Tims Pkwy	Capacity impact - 2 lanes to 4 lanes, divided	0.990	U	\$ 1,148,160		\$ 3,161,022	\$ 774,453	\$	\$ 774,453	\$ 2,381,311	\$ 774,453	\$ 10,067,883	
		Tims Pkwy	New Ave	Capacity impact - 2 lanes to 4 lanes, divided	1.508	U	\$ 1,148,160		\$ 3,788,780	\$ 1,234,130	\$	\$ 1,234,130	\$ 3,889,289	\$ 1,234,130	\$ 16,596,510	
		New Ave	Golf Course Pkwy	Capacity impact - 2 lanes to 4 lanes, divided	0.811	U	\$ 1,148,160		\$ 4,884,871	\$ 690,759	\$	\$ 690,759	\$ 2,302,429	\$ 690,759	\$ 8,975,472	\$ 41,087,609
16	SR 77	CR 388		Interconnection improvement	0.07	U			\$ -		\$	\$ -		\$ -	\$ -	
		US 90 / SR 30	SR 161 / 23rd St	Capacity impact - 4 lanes to 5 lanes, divided	0.897	U	\$ 1,148,160		\$ 5,125,144	\$ 768,772	\$	\$ 768,772	\$ 2,563,372	\$ 768,772	\$ 9,864,031	
		SR 161 / 23rd St	Shadown Rd	Capacity impact - 4 lanes to 5 lanes, divided	0.877	U	\$ 1,148,160		\$ 4,508,378	\$ 678,241	\$	\$ 678,241	\$ 2,254,118	\$ 678,241	\$ 8,761,139	
		14th St / SR 300	4th St	Capacity impact - 4 lanes to 5 lanes, divided	0.867	U	\$ 1,148,160		\$ 4,978,927	\$ 743,838	\$	\$ 743,838	\$ 2,485,464	\$ 743,838	\$ 9,893,208	\$ 28,478,478



Shaping Our Future 2035 Needs Assessment Amendment

C-3



Gulf County Future Traffic Circulation Map 2005-2020